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ON THE COVER:—Johnny O'Mara cranks his Suzuki out of a loose berm for the MXA photogs. Johnny didn't get his prototype RM500 this year, so he only has to ride half the season. (Table of Contents photo) Ron Lechiën skies through the Los Angeles Coliseum for Steve "Mr. Crash" Casper's Nikon. Cover design by DeWest. Color separations by Valley Film.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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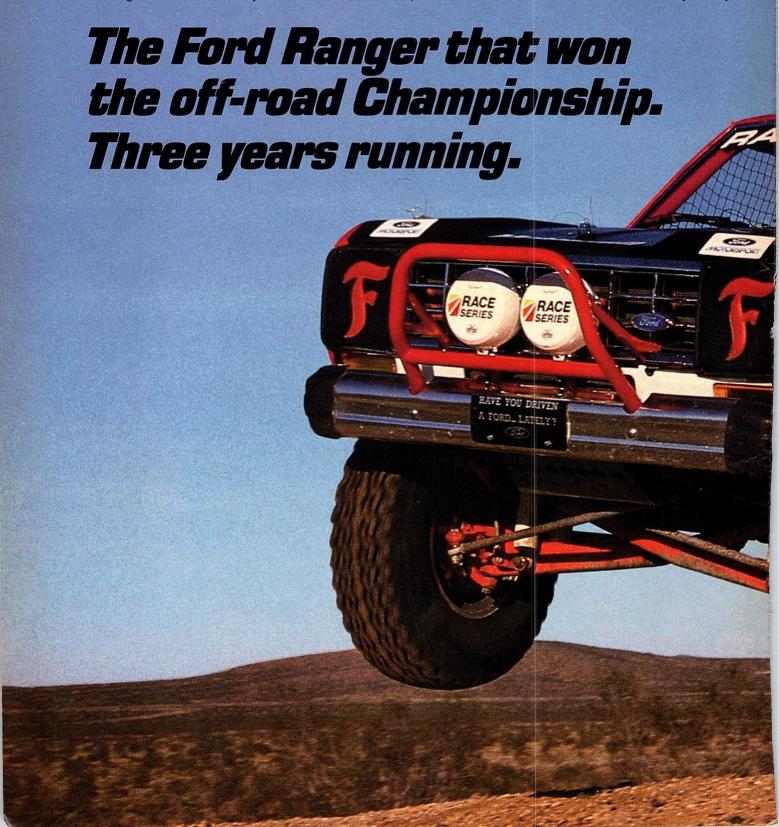
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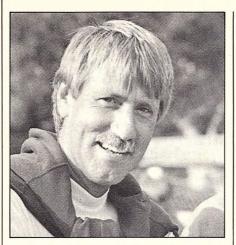
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# On The Mainjet



# Roland

☐ Did you fill out the political-action postcards in the June issue of MXA? Thousands of you did, and MXA wants to thank you for taking the time to send the cards to your elected representatives. We have called a random selection of U.S. senators and congressmen, and they report that they have received boxes full of letters and cards regarding keeping public land open for recreational use. If you didn't fill out the postcards, please dig through your back issues and do it now. One postcard can make a difference.

Recently we met with Julie Justus, U.S. Senator Pete Wilson's (California) legislative aide. She gave us a view of motorcyclists from a different perspective. One which should open the motorcycle industry's eyes to the way we are perceived and misunderstood. Motorcycling's image (and motocrossers are part of the big picture) is totally defined by the outside media. And in the outside media (TV, radio, newspapers and magazines) we are negatively portrayed as Hell's Angels on wheels who break the law, crush the environment and don't wash. It is definitely not an accurate portrait of who we are.

But even worse is the fact that, not only are we at the mercy of the outside press, but also of ourselves. The motorcycle industry needs to realize the threat posed by the image we project and stop running advertisements that feature a leather-clad rider coming out of a roadhouse on a dark night, only to throw a leg over a fire-breathing rocket bike and roar off into the night. Those ads might sell a specific model of super bike, but they also hurt the image of the sport immensely. We need less tough-guy, leatherjacket, pickin'-up-chicks, peelin'-out advertising and more positive image makers. For example, the milk industry runs ads, paid for by the umbrella Milk Board, that show people having fun, enjoying themselves and acting in a healthy manner. The theme is, "Milk, it does a body good!"

The challenge for Honda, Yamaha, Suzuki and Kawasaki is to produce ads that do motorcycling good. If the Big Four would produce advertising that is nonthreatening and fun, and that lessens the outsiders' concept of motorcycling as a threat to life, limb and public safety, we would all benefit greatly in the long run.

We need to realize that unless motorcycling begins to work together (manufacturers,

media, riders and dealers), we will never be a unified force. Senator Wilson's aide said that though they received an avalanche of postcards from off-road riders, the senator didn't get the impression that they had one voice or that they would vote as one giant block to support their cause (as the National Rifle Association and Sierra Club do).

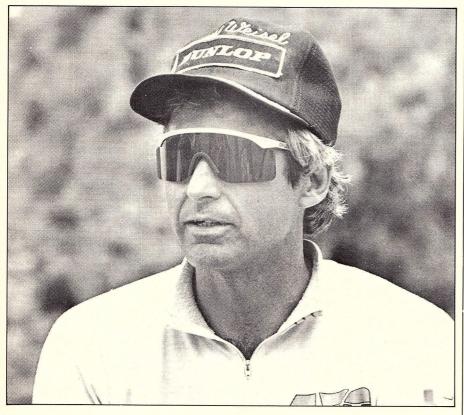
Why aren't we unified? Because we distrust each other. Honda is competitive with Kawasaki, and both of them are suspicious of Yamaha. Motocross Action doesn't associate with other motorcycle magazines. and they don't necessarily like us. Motocrossers don't think much of enduro riders; street bikers dislike off-roaders; motorcyclists look down on ATVers. All this distrust must be submerged for the overall good of the sport. But how?

First off, we should realize that we aren't innocent of all the world's condemnation. Certain elements of our sport are destructive. We attract our fair share of idiots. Motorcycling is typically a hang-it-out, blow-offsome-steam or get-away-from-it-all activity. Even the problem of pit racers points to the fact that we need to work within the sport to educate and regulate the idiots. We, as responsible riders and racers, need to take responsibility for policing those around us.

Step one is to join together as an industry to improve our image. The manufacturers and ad agencies should develop a campaign to upgrade the fun, family and recreational values of motorcycling (as well as take a moral look at their own advertising).

Step two is to develop one voice. Join together to fight the enemy and right the wrongs. Young people (especially males between the ages of 21 and 26) have the worst voting record. There is power in voting. We need a share of that power. It is sad when motorcycling's 20 million enthusiasts, multibillion-dollar contribution to the economy and positive athletic attributes are denigrated because we can't come together on the vital issues that face us. United we ride. . . divided we won't.

# Jody's Box



### By Jody Weisel

□ If you know anything about motocross tires, the first thing you probably learned is that the tire companies know less about tires than you do! I spend a lot of time tire testing, and I wish I could relate some fantastic tale from the last 1000 hours of checking compounds, but nothing worthwhile ever happens when you are tire testing. You do, however, begin to spend your idle time (while the mechanics change sneakers), thinking about the confusing world of knobbies.

Do you know that the Bridgestone engineer who designed the M22-23 series of hard-track tires came from Bridgestone's gokart division? Did you know that Pirelli's Deltacross tire, the only one that American riders like, isn't sold in Europe because European riders hate it? Have you ever been told there is a difference between Metzelers with a green identification stripe and a blue identification stripe? There isn't. It is simply a random lot-number marking. You probably already know that the Dunlop K490s that come on Kawasakis aren't half as good as the K490s sold in the shops (it's a completely different tire, but with the same number).

Tire testing is boring. Each rider goes out and runs fast, smooth and consistent lap times. The tires are changed, and the rider goes back out. This is repeated for days on end, and each and every time, the rider must put out the same amount of effort and enthusiasm. If he tries too hard during one ride, but not the next, the times are invalid. The tire guys (nobody calls them engineers) talk only about rubber. And they don't talk any version of English that is spoken in Western Civilization. They speak tire guy talk

"The bias on this four-ply rayon needs to be 100/110 instead of 90/110. What do you think, Jody?" asks a tire guy.

"No, the Klingons should be energized, and the phazers set on stun," I reply.

I hate tire testing. Did you know that two years ago Trelleborg released a tire called the Stone Killer? I think it replaced the Ten Master. Doesn't it sound like a kung-fu movie? The head tire guy at Trelleborg is called Bertil Bengtsson. When I've been testing tires for a day or two, I can imagine the movie marquee: The Stone Killer versus the Ten Master, starring Bertil Bengtsson and Kareem-Abdul Jabbar.

Most tire guys are incredibly nice. They spend their whole lives snooping under people's fenders, and it takes a mellow sort of person to specialize in reading tire labels at speed. But who comes up with the names for tires? Dunlop names all its tires after vitamins.

"Jody, what do you think of the K690A?" asks Dunlop's Rick Bogdon.

"Well, I've been taking two K690s, a C and some lecithin every morning, and I feel peppier," I answer.

The guys over at IRC (and don't ask me who is over at IRC, because I've never seen, heard of or met anybody who has ever met them), must be *Star Trek* fans. They have a tire called the Vulcan Enduro.

"Scotty, I got to have more traction. Pour on the lithium crystals to the Vulcan Enduro!" yells Captain Kirk into his communicator.

"Aye, Captain. She's gonna blow!"

Pirelli is an Italian company. Tire testing with the Italians is similar to the invasion of Ethiopia. We're all out there, but nobody knows why. Pirelli has tires named Lagunacross, Deltacross and Hardcross. The Lagunacross is perfect for racing in quaint Southern California ocean-front art communities. The Deltacross is international. It can be used anywhere near the Nile or in Louisiana. The Hardcross, of course, needs no introduction. It works on everything except hard terrain.

Motorcycle racing is a rugged sport and not all companies make it through every season. Many times they have to fall back and regroup. Nitto tires used to come stock on many early 1970 tiddlers. When was the last time you heard Ricky Johnson say, "I'd like to thank Honda, Fox and Nitto for the neato tires"?

Cheng Shin came to prominence by selling a usable MX tire for \$19. Those were the good old days. They didn't hook up very well, but you could "not hook up" for a third of the price of the competition.

Tires become popular because of word of mouth, but word of mouth is spread faster when it is written than when it is spoken. About 15 years ago, every time you read about tires, the name Metzeler cropped up. A little German engineer (he's German, so we can't call him a tire guy) designed the Metzeler MX/E. It was the dominant tire from 1972 to 1982. Maybe he died, but Metzeler never again designed a new tire as good as the MX/E (four-ply). Oh, they tried! We got Perfectcrosses, Hard Terrains, MXRs and 196s, but we never got a new world-beating MX/E.

Excuse me, my phone is ringing.

"Hi, this is Jody. Gary, how are you tire guys doing up at Metzeler? A new tire! Better than the MX/E? Really?! Am I free for tire testing? Three days in a row, eight hours a day, six different compounds. Can I make it? Sure! You know how much I love tire testing."

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# Dirt

### THORPE DROPS OUT

### IS DAVID THORPE SCARED?



Staying home: David Thorpe will not be representing Great Britain at the 1987 Motocross des Nations. Why? That's what everybody keeps asking.

• Even British motocross enthusiasts are asking if the 1986 500 World Champion is scared, following his announcement that he will not join the British team for the Motocross des Nations at Unadilla, New York.

Thorpe's reason for not attending is that his wife is expecting a child around that time. But after Thorpe's embarrassment at last year's Motocross des Nations when the entire American team (including Johnny O'Mara on a 125) left him far behind, Thorpe's announcement had headlines in the British press that he was scared. Thorpe's refusal to ride for his country has left British fans wondering, and the British team hurting. Thorpe says, "I'm not scared!" He's also not coming.



Jacky's replacement: Last winter at a Paris awards ceremony, 1986 250 World Champion Jacky Vimond and his bike were being lowered from the ceiling when a cable snapped. Vimond was seriously injured in the freak accident. Yamaha chose this man to replace him. Kurt Ljungvist is riding the YZM500 Yamaha for Jacky.



Murderer's row: Do these men look familiar to you? Do you know their names? Do you have enough fingers to add up their World Championships? Who's who? From left; Jeff Smith, Sten Lundin, Hakan Andersson, Heikki Mikkola, Roger DeCoster, Dave Bickers and Joel Robert.



Italian army: Benelli might be making a comeback to the world of motorcycle racing. Benelli got a stock of Italian-made TM engines and put them in a special chassis with White Power suspension, a Keihin carb and Pirelli tires. Benelli is doing well.

### GRAND PRIX REPORT

### DON'T CRY FOR ME, ARGENTINA

 Why do Argentina and Brazil have motocross GPs? There are no South American riders racing the World Championships. There is no strong motocross movement in either country. They don't even field teams for the Motocross des Nations. All of these criteria are ones which the United States was expected to meet before it could receive GPs (and we don't get a full allotment). So why do Argentina and Brazil get GPs? The FIM says it's because it is their duty to spread motocross worldwide. If so, why are there no GPs in Japan, Australia, Hong Kong or on the African continent (all of these places

have shown signs of supporting MX)?

The real reason that South America gets motocross GPs has more to do with roadracing than motocross. South America has a large number of votes in the FIM Congress. These are almost always block votes that go in one direction (much like the Communist bloc votes). By trading the prestige of Grands Prix for votes, the powermongers at the upper levels of the FIM are buying political clout for their countries. So, the next time you hear that the 125 GPs are being held in Argentina and Brazil, you'll know it was politics—not motocross-that took them there. •

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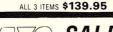
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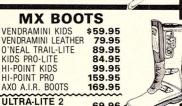
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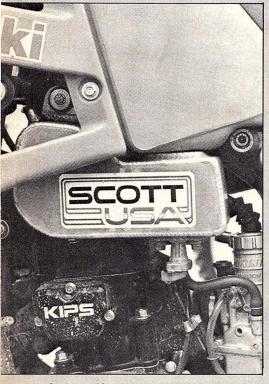
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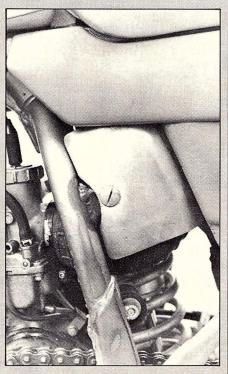
# Dirt

### ALUMINUM EXOTICA

### KAWASAKI FACTORY SECRETS



Gas war: After last year's embarrassment when Jeff Ward ran out of gas at a National, Kawasaki isn't taking any chances in 1987. Mike Fisher has been running a special aluminum reservoir that bolts to the KX gas tank. For 1988, Kawasaki tested blue plastic, but the bikes will come with green frames and plastic.



Shielded: Anaheim 125 Supercross and Los Angeles Coliseum 125 Supercross winner Jeff Matiasavich's KX125 has a special aluminum guard bracketed to the frame to keep his leg from hitting the airbox boot. Prior to the guard, Jeff knocked the airboot off his carb and was forced to stop rather than suck dirt into his top end. A bracket must be welded to the frame.

### A NEW LINE OF WORK

### CATCHING UP WITH DANNY LAPORTE



Nice guy: Danny LaPorte is the nicest guy in the sport of motocross. He spends his time traveling between the U.S. and Europe, and is married to the daughter of the Maserati family.

• MXA: You've been showing up at a lot of races recently. Are you planning a comeback?

**Danny:** Actually, I'm just staying in shape, because I've started racing endurance rallyes. I recently raced in the 2600-mile Moroccan Rallye, and my next race is the five-day rallye near San Marino, Italy.

**MXA:** When was the last time you raced motocross?

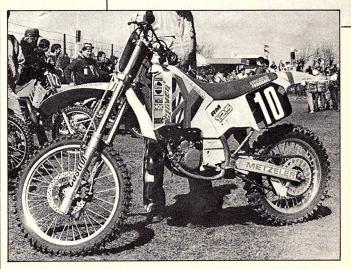
**Danny:** About a year and a half ago. It was at the Italian National Championships. The riders today aren't riding any faster than they were four years ago, but the riding styles have changed a bit. There's still a big difference between Rick Johnson and everyone else.

**MXA:** What are your plans for the future?

Dαnny: After Italy, I'll be getting ready for the Tunisian Rallye, and then the Paris to Dakar in January. It's fun to race rallyes, and I can make some good money, too. Unlike motocross, rallye racing attracts huge corporate sponsors. Some of the riders are making \$150,000 a year just to race five races! •



Where are they now? Roger DeCoster contested the 500 GPs ten years ago on a set of Ribi Quadrilateral forks. What happened to them? Honda bought the rights from Valentino Ribi when Roger switched from Suzuki to Honda, but they have never been raced since.



Glorious excess: Alain Lejeune is racing this special Kurz Suzuki in the 125 GPs. Kurz is a West German shop that builds new plastic to fit over the standard RM chassis. The \$1000-plus price tag for the plastic makes the Kurz kit too expensive to be practical.

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# Dirt



### WHATSA MATTA, ITALIA?

### **MIAMI VICE & MOTOCROSS**

• The hottest rumor on the Grand Prix circuit revolves around American riders Billy Liles and Phil Larsen. Both riders signed big-buck contracts to ride for the Italian Kawasaki importer, Cinti. Liles reportedly gets \$500,000 and Larsen slightly less. European insiders were amazed that Cinti could afford to pay so much for riders. But it looks as though Cinti won't have to pay, after all (and maybe, says rumors, they planned it that way).

Phil Larsen was framed on a drug charge when local Italian police allegedly planted drugs in his Italian apartment. Cinti told Larsen to get out of Italy or go to jail. GP insiders believe that since Liles was going faster than Larsen, the plot against Phil was a way of cutting costs.

Now, Liles is not getting along with Cinti. His early-season successes have diminished, and some Italian shenanigans appeared to be going on against Billy. In light of the Larsen framing (Larsen passed a drug test after the arrest to prove he was innocent), Liles must be very wary.

Is all this possible? Could a sponsor sign more riders than it could pay and then plot against them? Is something rotten in Italy? Does this sound like a case for Crockett and Tubbs? •

◄ Pacino and Duvall: Billy Liles signed a half-a-million-dollar-a-year contract with the Italian Kawasaki importer. Where did the money come from? That's what everybody wants to know.



Crime wave: Rick Ryan has had a bad year with crime. After the Paris Supercross, he and teammate Dean Matson were victims of a bank heist when they went to cash their checks. Rick thought it was a joke until one of the robbers beat a lady with his gun. After the Mammoth Motocross, Rick had three bikes stolen. He'd already had two other bikes stolen earlier this year.

### MADE IN THE USA (SORT OF)

### AMERICAN CLASSICS: THOSE WERE THE DAYS



South of the border: In the late '70s, four-time 250 National Champion Gary Jones produced his own line of American motocross bikes. Manufactured in Mexico, the 250 and 360cc Jones-Islo's (later called Ammex) had a lot of potential. Total straight-pull spokes, finned fork legs, snail cam-chain adjusters and decent horsepower were their claims to fame. Mexican production inadequacies were the Jones-Islo's downfall.



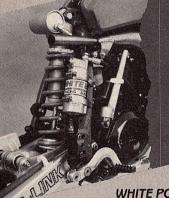
Not home grown: Milwaukee attempted to put out Harley-Davidson motocross bikes using a combination of foreign-made parts in the late '70s. Italy supplied the majority of the bike, and it suffered from typical Italian motocross bike failures. Japan pitched in the carburetor and ignition. The bikes were raced by Marty Tripes, Rich Eierstedt, Sonny DeFeo and Rex Staten. The Harley dealers weren't equipped to cater to motocrossers, and Harley pulled out after several years.



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### WESTERVILLE CONSPIRACY

### IS THE AMA OUT TO GET THE FACTORY TEAMS?

• "The AMA is trying to get rid of factory teams in motocross," says Yamaha Team Manager Ken Clark. After two tumultuous meetings between the AMA hierarchy and the Motocross Advisory board, the AMA's motives toward the sport of motocross are in question.

"They are trying to ruin the sport," says Roger DeCoster. "They have a shortsighted approach that benefits the AMA, not motocross. The advisory board will meet and agree on something 100 percent, but the AMA does the opposite."

The battle between the AMA and the Motocross Advisory board, which is set up by the AMA to choose the proper direction for the sport, has been brewing for several years. Sentiment in the sport is that the AMA management is aloof, out of touch and out to make a buck. One incident revolves around the 500 National in San Antonio. Because it was a first-time event (in that locale), the AMA allowed the promoters to lower the purse by several thousand dollars (to make the promotion more economically profitable). The lowering of the purse cost the riders money. Did the AMA lower its sanction fees? No. Sanction fees for an AMA event can run as much as \$8000.

What is wrong at the AMA? "The same thing that is wrong with the FIM," says Yamaha's Keith McCarty. "They aren't motocrossers. They are bookkeepers. They want to run the sport... run it into the ground."

# Dirt

JEFF WARD: DETERMINED TO WIN!

### NEW BEGINNINGS FOR THE SEASONED VETERAN



Not on the mind: "I'm not even thinking about retiring—not until I'm sick of losing or have too many injuries, and I don't see that coming for a long time."

 At 25 years of age, Jeff Ward is one of the world's greatest motorcycle racers. Already a 125 and 250 National and Supercross Champion, Jeff added another Supercross title to the list this year. And it didn't come easy—Jeff has been riding with a broken ankle since the Dallas Supercross in March. Despite losing this year's 250 National Championship to Honda's Rick Johnson, Jeff was determined to win the 500 National Championships, which would make him the first rider ever to win a Championship in each displacement class. Unfortunately, Jeff's dream of achieving the historical precedent was not to be. A high-speed crash at round three of the 500 series put Jeff out with a cracked tail bone and torn chest ligaments. Though he was able to endure the pain of racing most of the year with a broken ankle, these latest injuries were of a much more serious nature. We caught up with Jeff as he was recuperating at his home in Mission Viejo, California, to see how he felt and what his plans for the future were.

MXA: How are you feeling now?

Jeff: I'm still pretty sore. I'll be out for a while, because I'm not even close to being 100 percent yet. As of right now, I'm not sure if I'll race the last three Nationals, because it's already been decided, at least as far as I'm concerned.

**MXA:** What are your feelings on the 500 Class?

**Jeff:** I really think I could've won. My bike was working great, and I ride the bikes really well. Unfortunately, I crashed, but at least it wasn't my fault, so I don't feel guilty.

MXA: How did the accident occur?



Still the Champ: "I don't see anyone coming up to take my job. It will be quite awhile before someone can beat Rick or me."

Jeff: The crank snapped in midair over the big double jump at Red Bud, Minnesota. I was about ten feet off the lip of the first jump, and the front end just dropped when the motor locked up. I jumped over the bars and cleared the second jump by about five feet, landing flat on my tail bone. It really hurt.

**MXA:** What about the Supercross Championship? Is it true that you didn't know you had won the Championship until you read it in the paper?

Jeff: Well, we had been hearing for about three weeks that the last race would be canceled. Finally, the AMA called and said there would be no last race. Then I read in Cycle News that I had won the Championship. It was pretty lousy. I worked hard all year planning what I needed to do at each race. If I had known about the cancellation, I wouldn't have had to race the Meadowlands Supercross and hurt my ankle even more.

**MXA:** So what are your plans for the rest of the year?

**Ieff:** Right now all I can think about is getting healed up. I'm taking more time off than ever before because of my injuries, so when I get heatlhy, I'll have to start riding a lot. I'm tired of riding injured. My ankles are 100 percent now, but I won't start riding until I'm completely healed. I want to get in shape for the Motocross des Nations and the Paris and Tokyo Supercrosses.

MXA: There've been rumors circulating that either you, Rick Johnson or Micky Dymond might give up the chance to ride the MX des Nations so Bob Hannah can be on the team. Is that true?

Teff: I don't know about the other riders,

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but I plan to be on the team. Based on the record, Hannah shouldn't be in it. He may have won Unadilla last year, but O'Mara gave the win to him when he ran out of gas. Hannah goes real well at Unadilla, but it wouldn't be a good team with him. I would be surprised and upset if I didn't get picked. I should've gone last year and not Johnny, but it was politics. DeCoster had a hand in picking the riders, and it wasn't much of a surprise when they picked the whole Honda team.

MXA: What do you think about Hannah racing in Europe?

Jeff: I'm sure he'll do well; there's not as much competition in the 250 Class over there. I don't know why he's going, though, because he's always complaining about the place and how much he hates it.

MXA: What about you? Would you ever like to race there?

Jeff: Yeah, I would. I'd like to race the 500 Class—probably in my last year. Hopefully, Kawasaki will like the idea.

MXA: What are your plans for the future here in America?

Jeff: This is the last year of my Kawasaki contract, but I'm confident I'll get one for another three years. I'm not even thinking about retiring—not until I'm sick of losing or have too many injuries. And I don't see that coming for a long time. Kawasaki needs me, and I don't care to ride for anyone else. I really feel that I'm just starting out right now. I know what it takes to win, and if I didn't get hurt. I could've developed to the optimum level. I still enjoy racing and putting in the effort it takes to be successful.

MXA: How are things going between you and Rick Johnson?

Jeff: I don't talk to him at all, but we're not at war or anything. I like racing with Rick Johnson because neither of us tries anything dirty. There's simply too much pressure—we both want to win.

MXA: What do you think of the hot new riders such as Jeff Stanton and Mike Fisher?

Jeff: They're both really fast. I think Stanton is the better outdoors rider because he's bigger and can muscle the bike more. In Supercross, Fisher has the edge because he can move the bike around quicker. They're both only 20, but so is Ronnie Lechien! Mike has real potential, and I'd like to see him on the team.

MXA: What are your plans for when you quit racing?

**leff:** Just to retire! I'd like to stay in the industry somehow, like DeCoster. I have a long time left for racing, and I don't see anyone coming up to take my job. It will be quite a while before someone can beat Rick or mel • 🗆



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## Mail Entries



### **RON GETS SOME ADVICE**

Dear MXA,

I was pleased to see the piece on Ron Lechien in the July issue, but I have mixed emotions about Kawasaki's troubled star. I am happy to see he is finally straightening things out. Someone thrust into the spotlight has to grow up awfully fast, and that creates problems. However, I don't recall any of the other young riders having these kinds of problems. I hope Ron can get straightened out, because whenever he steps out of line, it's a slap in the face to all those riders who wish they could have the opportunities he has.

C. Wade Wallace Washington, D.C.

### DAD GETS RATED

Dear MXA.

This letter is in reply to Guido Pothoven's letter in the July issue. You think it's hard to get a motocross bike? I have to get my dad's permission to even think of buying one. If my dad was a dirt bike, he'd be a CZ. Why don't you guit whining to MXA and grow up!

Basil Seggos Greenwhich, CT

### HELP WANTED, HELP NEEDED

Dear MXA.

In your May '87 issue you mention that the AMA needs a full-time track inspector with the final say on dangerous obstacles. I think this is a great idea and would like to see Danny Chandler or David Bailey get the job.

Bruce Browning Jacksonville, FL

### A DAY AT THE BEACH

Dear MXA,

What? A beach race? Stick to the number one sport—motocross. There are plenty of other magazines I don't read that cover dumb events such as Le Touquet. What's next, a poker rally?

Mike Nielson Anchorage, AK

(When Eric Geboers, Leif Persson, John Van de Berk and every important European motocrosser goes to the beach to race, we want to be there.)

### SOME ARE, SOME AREN'T

Dear MXA,

How come 80cc riders think they are so hot when they really aren't?

Brad Johnson Bountiful, UT



### LIKE HUMANS

Dear MXA,

How do the stars like to be treated when they are in public and away from the track? I saw Jeff Ward and his girlfriend out shopping, and I didn't know how to act. This is a man I respect and would have loved to talk to, but I didn't want to bother him, either.

> James Caruso Sacramento, CA

(A nod and a hello are appreciated by every racer. As long as you aren't rude or intruding on a private moment, motocross stars would love to talk to you. If they won't, they aren't true stars.)

### THE HIT MAN

Hey, MXA,

Killer job on the July issue! Far out and stately. Outstanding pics, too. I'll say that again—outstanding pics, too. Your glossy covers are so trick, I'm throwing roses. Hey, Jody, be careful when you go riding alone. I want your job and I'm gonna get it.

Rick Flemens Allston, MS

### **HOW ABOUT A 68.9?**

Dear MXA,

Would you send a letter to Yamaha and tell them to make a YZ70? I have some Yamaha pants, but I won't know what to do when I grow out of my little motorcycle. I don't have enough money to buy pants to match any other motorcycle I might get.

Kevin Farmer Angel Fire, NM (A YZ70? Next year you'll want a YZ75!) □

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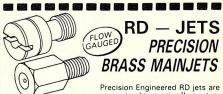
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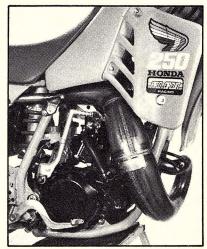
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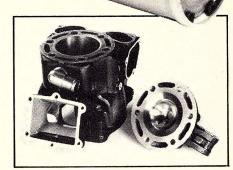


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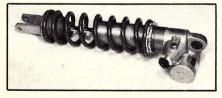
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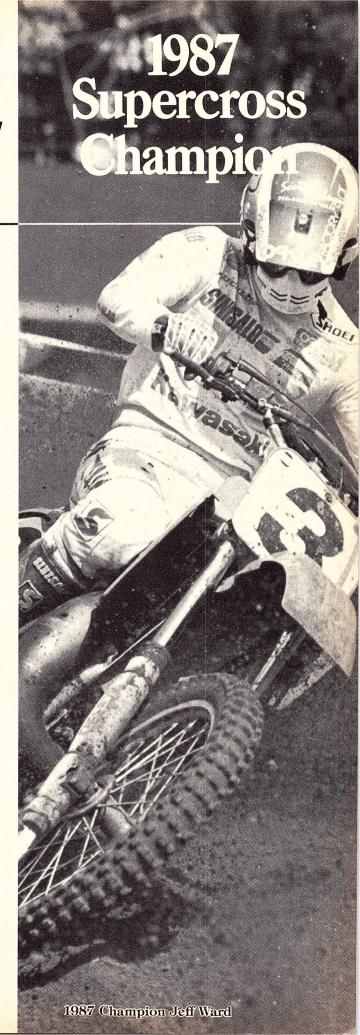
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Shock Revalving (85-87 CR, YZ, KX, RM) Optional rate springs if necessary \$130.00 plus parts if needed. Shock Oil Change (Showa, Yamaha, KYB, Ohlin's) \$55.00 Showa Cartridge Fork Modifications Revalve and complete set-up using Showa SS-7 Works Fork Oil. Optional rate springs if necessary \$70.00 + parts. YZ and KX Fork Mods. Modify damping rods and complete set-up. Optional rate springs if necessary 87 YZs, 86-87 KXs, \$45.00 + parts. Hard Anodized Shock Bodies For all 85-86 shocks to make your stock aluminum body wear like steel and extend oil life \$45.00. Showa SS-7 Works Fork Oil \$4.70, Optional Rate Fork Springs \$49.95, Optional Rate Shock Springs \$70.00 to \$75.00.

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### **UNADILLA '87 MOTOCROSS DES NATIONS** T-SHIRTS

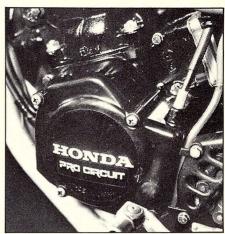
For the first time ever, the 1987 MX des Nations will be held in the USA. Teams from Europe, Asia, South America, Australia and other countries will be traveling to Unadilla, New York, for this important international event. You can help welcome the competing nations by ordering MOTOCROSS ACTION Magazine's special-edition MX des Nations T-shirts. All proceeds will go to help pay for the travel expenses of the visiting teams. Your donation (minimum \$10) and T-shirt will make you a contributing part of Team USA and its role as a world-class leader. Send this coupon to MX des Nations T-shirts, P.O. Box 9501, Mission Hills, CA 91345-9501.

Name	
Address	
City	
State/Zip	
Check one: ☐ Small ☐ Medium	
□ Large □ X-Large	
* Men's sizes, minimum order—\$10.	

# Ask the MXperts



☐ If you have drilled holes in your airbox, it is in your engine's best interest to cover the holes with fine mesh wire screen. It can be easily pop-riveted inside the airbox. Many riders use screen and foam.



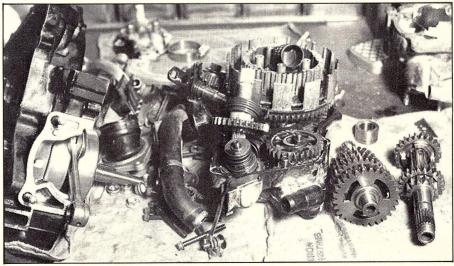
Cosmetically conscious riders can take white paint and carefully color in the indented Honda logo on the plastic ignition cover. It doesn't make you any faster, but it keeps you off the streets for a couple



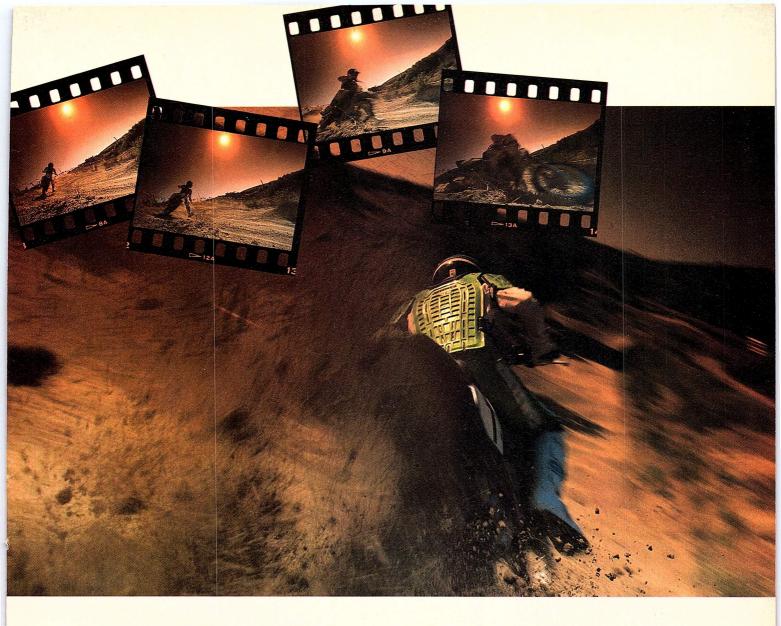
Keeping sponsors happy isn't easy, but one way is to place their sticker on your rear fender, and then cover the sticker with clear plastic. It keeps the decals clean and in place week after week.



Jeff Hicks runs a CR125R seat on his CR250R. The 125's seat is lower and thinner than the 250's seat. It offers less padding, but helps short riders feel more comfortable.



Riders who are attempting to stretch their year-old Japanese engines for another year would be well advised to split the cases and refurbish the bearings, seals and shafts. Jody pushed his CR125R one race too far. □



# Some kids grow up faster than others.

In motocross, it's real simple. Winning is more fun than losing. Fast is more fun than slow. And the bike you start out on has a whole lot to do with whether you spend your racing career in the winner's circle or back in the pack.

Every year, the KX80 wins more championships than any other bike in the class. The '87 model won two Mini Olympic championships and Super Mini titles, among others.

And the '88 is even hotter.

A new pipe, reeds and carb give it a big punch in the mid range. The adjustable UNI-TRAK® now comes with a trick piggyback reservoir, just like the big factory KX's. And we've added a rear disc brake to help you dig in deeper than ever before.

Naturally, the big wheel KX80 is also available this year.

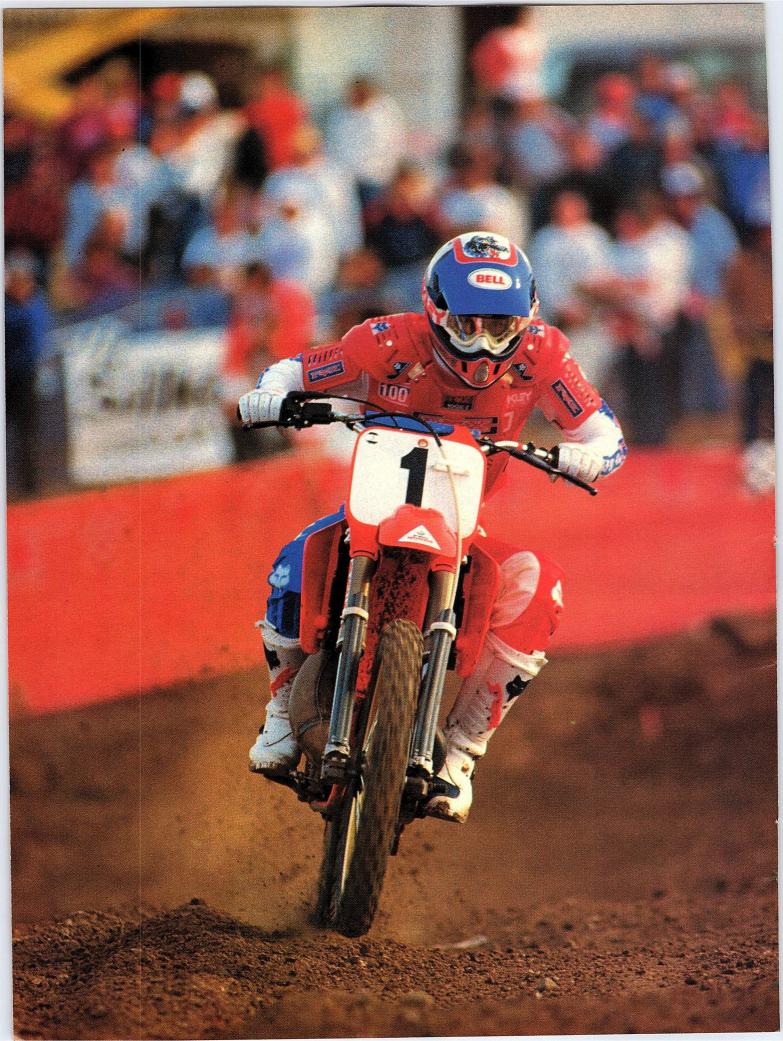
The '88 KX60 now comes with liquid cooling, UNI-TRAK and a list of wins like the World Mini Grand Prix and the Youth Amateur National Championship.

So if you're just starting your motocross career, or you're getting ready to move up in class, you've got a choice. Get started fast. Or buy something besides a Kawasaki.

### Kawasaki

Let the good times roll.

Remember, riding safe is riding smart. Always wear a helmet, eye protection and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized closed-course areas only. Adhere to the maintenance schedule in your owner's manual. Specifications subject to change without notice. Availability may be limited.



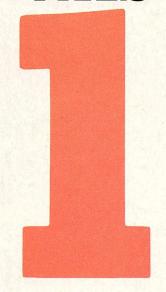
### 1987 250 NATIONAL CHAMPIONSHIP WRAP-UP

Number two: Jeff Ward's 1987 Supercross Championship will take the burn out of losing the 250 title to arch-rival Rick Johnson. Wardy rode the whole series with his broken ankle in a plastic cast.



Number three: Ron Lechien earns almost half a million dollars a year, but money won't buy a championship. Ron was never in good-enough shape to put two decent motos together during the 250 series.

# THEN THERE WAS



For every winner there are 40 losers



Number seven: At 31 years of age, Bob Hannah is the oldest rider on the circuit. Bob's toughest critic is himself. When he rides poorly, he calls himself a wimp.



Number fourteen: Brian Manley is the most inconsistent rider on the circuit, the former SCORE Off-Road World Champion is fast enough to earn a factory ride, but he only goes fast occasionally.



Number five: Surprise! If it wasn't for the rapid improvement in Jeff Stanton, Yamaha wouldn't have a prayer for 1988. Jeff missed being the top Yamaha rider by five slim points. Watch this kid!



Number four: Yamaha moved Keith Bowen up from the 125 Class to be its hired gun in the 250 Nationals. The Michigan rider scored second in the first round and went downhill from there.



Number six: Mike Fisher is a hard-track specialist who learned the trade on the hard adobe of Carlsbad, California. When it was dry and firm, Mike was blazing fast. With more sand experience, he'll be a threat.



Number nine: Johnny O'Mara used 1987 to feel out his new Suzuki ride. His doctor used it to empty John's medical insurance deductible. O'Mara hurt his face, wrist, knee and tail bone. He zipped three Nationals.

<sup>■</sup> Number one: Rick Johnson (1) avoided disasters, rode smart and led the 250 Championship from pole to pole. Rick is sponsored by Honda, Fox, Bell, Oakley and Dunlop.



### DOWN AT THE MOUTH

### THINGS COULD HAVE **BEEN WORSE**

• Not every rider can win, but a lot of hotshot riders expected to do better than they did. Who were the riders who really suffered during the 250 Nationals?

Poor Billy Frank. Billy looked like a sure thing for a top-five finish in the 250 Nationals. Instead, he **crashed** at the second National (Hangtown) and broke his jaw. It was wired shut for six weeks. Billy came back to ride the last National after six weeks of liquid food and scored an impressive sixth. Oh well, wait till next year.

Jimmy Holley hurt his knee at a Canadian Supercross in the winter and sat out almost the complete 250 National series. Jimmy came back at the last National (Colorado) and finished 18th (only 273 points behind Ricky Johnson in the standings). He'll be back next year, also.

Danny Storbeck started the year on a Pro Circuit Honda, but quit after the first National to open a bar back home in Texas. He left the bar to sign a contract to race in Brazil. Now he's back riding the 500 Nationals. Where to next, Danny boy?

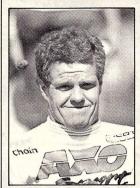
Mark Murphy went out to get on a plane to fly to a race and said, "Oh, the heck with it!" He guit racing after the first National.

Suzuki came into the 250 Nationals with high hopes. Johnny O'Mara and Bob Hannah were going to raise the Suzuki banner. O'Mara was injured all season, and Hannah won one moto (Southwick). •



Number eleven: Doug Dubach was the highest-scoring wild man. Doug's style is reminiscent of a Brahma bull rider. Doug is sponsored by Race Tech, O'Neal and C.Ti.

### CHAMPIONSHIP



■Number eighteen: JoJo Keller didn't put in a whole season. He skipped Nationals to stay home and race on the Eastern Seaboard and his National number reflects the four races he failed to score at.



### LOOKING UP

### WHO WERE THE WINNERS?

• Ricky Johnson took home all the Ben Franklins (a National Championship has a \$100,000 bonus attached to it), but who else benefited from the 250 Nationals?

Mike Fisher was the most impressive privateer rider. Fisher took limited Kawasaki support, scored points at every National and only missed the top ten one time (Southwick).

Hard-charging privateer Doug Dubach was equally hot. Doug started the National season in the 125 Class, but after the first round, he switched to the 250s. Doug missed the top ten by five points (even without starting out on equal footing).

Yamaha's shoulda-been factory rider, Jeff Stanton scored 8/5/5/6/4 in the 250 Nationals he finished. Stanton was consistently the top privateer.

The old master, Mickey Kessler, was fast and consistent. The New Jersey rider isn't doing the full circuit anymore, but when he rode, he scored points.

Two surprise finishes were turned in by relatively **unknown** regional riders. Gordon Ward, a wild-riding Southern Californian, took a self-sponsored Honda to eighth at Hangtown in Northern California. Gordon didn't score any other points. And Joe Waddington, many-time New England Champ, was eighth at Southwick. Waddington scored no other points. •

■ Number eight: First Canadian! Ross Pederson came down from Medicine Hat, Alberta, to teach the Yanks how to do it. Eighth place for the Yamaha-sponsored Canadian National Champion is very good.

### FINAL STANDINGS: 250 NATIONAL CHAMPIONSHIP How they got what they got & where they got it

11011	no <sub>1</sub> ge	or writer r	no go	. a wile	ne they	gorn	
Position	FL	CA	MA	PĀ	SC	CO	Total
1. R. Johnson	50	50	44	38	47	50	279
2. J. Ward	36	44	26	45	47	42	240
3. R. Lechien	40	20	37	47	36	38	218
4. K. Bowen	42	32	8	26	25	27	160
5. J. Stanton	25	32	0	32	30	36	155
6. M. Fisher	22	25	13	28	32	27	147
7. B. Hannah	31	13	43	24	28	4	143
8. R. Pederson	28	35	30	15	0	24	132
9. J. O'Mara	0	0	38	40	36	0	114
10. W. Surratt	0	21	11	25	28	19	104
11. D. Dubach	0	24	0	24	19	32	99
12. J. Hicks	5	15	20	17	17	18	92
13. R. Sommo	0	0	17	15	7	16	55
14. B. Manley	4	13	15	12	20	0	64
15. J. Frisz	26	18	0	0	7	3	54
16. B. Frank	22	2	0	0	0	29	53
17. D. Hawthorne	4	15	14	0	9	7	49
18. J.J. Keller	21	0	23	0	0	0	44
19. M. Kessler	17	0	24	0	0	0	41
20. T. Watts	0	0	0	11	12	17	40

Maximum points for a given National event are 50 (based on 25 points per moto).

## Suzuki SUZUKI



From Midwest Action Cycle's gigantic inventory of genuine SUZUKI factory parts. "We've got them all" in stock ready to ship to you. No minimum purchases. We offer the

Replace your worn cables with GENUINE SUZUKI FACTORY cables. They fit each

\$10.35

8.95 10.35

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11.15

\$ 7.95 13.95

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29.50 25.95

38.90

30.95

45.90

RM 80/100/125/250 (1975-80) . .

RM 80/100/125/250 (1975-50) RM 80/125/250 (1981-86) RM 370/400/465/500 (all yrs)

PE 175/250/400 (all yrs) . . . . .

RM 80/100 (1977-85) RM 80 (1986) RM 125 (1975-85) RM 125 (1986)

RM 125 (1986) RM 250 (1976-83) RM 250 (1984-86) RM 370/400/465/500 (all yrs)

PE 175/250/400 (all yrs) .....

PISTONS RINGS

GENUINE SUZUKI PISTONS

RM 125 (1981-86) RM 250 (1976-81) RM 250 (1982-86)

PE 175/250/400 (all yrs)

RM 80/ 100/ 125 (all yrs) . . . . \$ 9.85 RM 250/ 370/ 400/ 465/ 500 (all yrs) 10.20 PE 175/ 250/ 400 (all yrs) 10.20

**CABLES** 

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lowest prices and the fastest service.

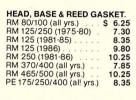
### CRANK REBUILD KIT



Consists of GENUINE SUZUKI FACTORY parts. Rod, lower rod bearing, crank pin and two thrust washers.

RM 80 (all yrs)		×			×			\$41.95	
RM 100 (all yrs)								47.50	
RM 125 (1977-8	0)							40.95	
RM 125 (1981-8									
RM 250/370/40								81.50	
RM 250 (1982-8	36)							74.25	
PE 175 (all yrs)									
PE 250/400 (all	yrs)							68.50	

### TOP END GASKET KIT





### SUZUKI PARTS

Transmission, electrical, seals, bearings, etc.
ANY PART ON YOUR SUZUKI
MOTORCYCLE THAT YOU NEED...
"WE'VE GOT IF"

### TECHNICAL RACING SERVICES

SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM ... MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW". YOU MIGHT SAY WE GO "BY THE BOOK"

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ners circle. ALL RM'S (1982-86 MODELS) ALL RM'S, PE's (1975-81 MODELS) \$120.00 75.00

POWER BORING: The most critical service performed by us is cylinder boring we call our technique "POWER BORING" which is exactly what you get MORE POWER included is:

• special factory clearances.
• all ports chamfered as SUZUKI recommends.
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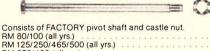
ALL RM'S AND PE'S \$30.00 + PARTS

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS" There's more power here—when done our way.

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PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON. ANY QUESTIONS? CALL US.

### SWING ARM PIVOT SHAFT AND NUT KIT.



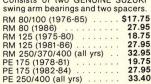
### PE 175 (1981-84) 26.50 PE 250/400 (all yrs) 38.40 STD & OVERSIZE PLEASE INDICATE GENUINE SUZUKI RINGS \$17.25 14.75 18.75 15.75 26.58 19.25 9.60 16.95

### **FORK SEALS**

GENUINE SUZUKI, designed to fit each year and model exactly. IMPROVED DESIGN. RM'S AND PE'S (all yrs) . . . . \$ 8.35 pr. SWING ARM BEARING AND SPACER KIT Consists of two GENUINE SUZUKI

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PE 175/250/400 (all yrs.) .





\$ 8.35 12.55

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### THROTTLE GRIP

GENUINE SUZUKI. Inside plastic assy and grip. Complete throttle grip assy.

PE 175/250/400 (all yrs)



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ORIGINAL in our opinion, the best grips made. Blue, black, yellow, red \$6.95 pr.



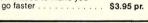


### COMPLETE PISTON SET, PISTON, RINGS & CIRCLIP'S.

RM 80 (all yrs)				\$36.95
RM 100/ 125 (all yrs)				44.95
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### **BOB HURRICANE** HANNAH

"LIGHTNING BOLT" STICKERS
These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X. Guaranteed to make you





MAC "SUZUKI WORKS" Same as FACTORY RIDERS use. 4130 chromoly. Gold, red, vellow, blue.

RM 80 to RM 500 (all yrs) \$24.95



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GENUINE SUZUKI replacement levers. RM 80/100/125/250 (1975-81). \$13.95 20.95 RM 370/400/465 (all yrs) . . . . PE 175/250 (1976-79) . . . . . 14.50 14.50

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ORIGINAL EQUIPMENT. Designed to fit each year and model. Bolts right on. GENUINE SUZUKI.

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RM 80 (1986)										10.35
RM 100/125 (1975-81)										12.80
RM 125/250 (1982-85)										11.35
RM 250/370/400 (1976										12.80
RM 125/250 (1986) .										12.30
PE 175/250/400 (all yr	s)									10.85
CIDE DANIEL C										
SIDE PANELS									_	
RM 80 (all yrs)									\$ 17	.75 ea.

RM 100/125/250/370/400 (1975-78) RM 100/125/250/400 (1979-86) RM 465/500 (all yrs) PE 175/250/400 (all yrs) 18.75 ea. 20.70 ea. 20.70 ea. Please indicate right or left panel.



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Hi air flow • Superior dirt stopping ability.
Proven effective in NATIONAL & INTER-

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MORE FLOW = MORE POWER
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RM 100/ 125/ 250/ 370/ 400 (1978-80) RM 125/ 250/ 465/ 500 (1981-83) RM 125/ 250 (1984-86) PE 175/ 250/ 400 (all yrs) BEL-RAY FOAM AIR FILTER OIL 10.95 14.95 12.95 2.95

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PE 175/ 250/ 400 (all yrs)	13.95

#### **SEAT COVERS**



MAC. SEAT COVERS

MAC SEAT COVERS. Finest quality, fits your RM exactly. RM'S (all yrs.) . . . . .

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Consists of foam seat structure & seat cover RM 125/ 250/ 465/ 500 (1981-86) Covers available in blue or black.

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RM 125 (1984-86)	115.25	
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The best FACTORY bearings you can buy.



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PE 175/250/400 (all yrs)	12.50 pr
REAR	
RM 80/100 (all yrs)	\$12.95 pr.
RM 125/250/370/400 (1975-78) .	13.80 pr.
RM 125 (1979-85)	11.85 pr.
RM 125 (1986)	14.80 pr.
RM 250/400 (1979-83)	11.80 pr.
RM 250 (1984-86)	15.25 pr.
PE 175/250/400 (all yrs)	14.25 pr.

#### STATOR PLATE **ASSEMBLY**



FACTORY ACCY	
FACTORY ASSY	
RM 80 (all yrs)	\$ 83.95
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RM 125 (1976-78)	123.25
	95.75
	82.95
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CYCLE 6

#### **CHAIN BUFFER SET**



Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on yr. and model.

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ORIGINAL...STOCK. Fit perfectly for each year and model NO DRILLING HOLES.BOLTRIGHTON...TEAM SUZUKI COLOR.

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RM 250/370/400 (1976-79)	42.80
PE 175/250/400 (all yrs)	42.80
REAR	
RM 80 (all yrs)	\$25.95
RM 100/125/250/370/400	
(1975-80)	45.95
RM 125/250 (1981-86)	29.95
PE 175/250/400 (all yrs)	45.95

#### SPROCKETS...CHAIN



#### **BRAKE SHOES**



GENUINE SUZUKI, same as used by the FACTORY TEAM. You can't buy

FRONT	
RM 80/100 (all yrs)	\$ 9.95 pt
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(all yrs)	
PE 175/250/400 (all yrs) .	13.95 pi
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REAR		
RM 80 (all yrs)	\$ 9.95 pr.	
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(1976-78)	13.75 pr.	
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BLACK LIGHTNING RACING SPROCKETS Revolutionary (NEW) engineering development from MAC. Sprockets for serious off road competition.

COUNTERSHAFT. Wade Holli top
grade steel, case hardened, over
60 Rockwell.
RM 80/100/125/250
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ORIGINAL, hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.
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You've seen the rest, now try the BEST. • exceptional strength • grooved to shed mud • hardened alloy • light wt. • longer lasting. RM 80 (1981-86) . . . . . \$32.95 RM 125/250 (1980-86) . . . 35.95

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\$5.24 ea.

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D.I.D. HI-SPEED CHAIN. Pre-stressed, special heat treated for hardness. THE WINNER'S CHOICE. RM 80 (all yrs.) RM 100/125 (1975-79) 26.95 DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best. RM 125/250 (1980-86) \$35.95

RM 370/400/465/500 36.95

Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. Gain MORE POWER. They grab harder and last much longer. The way to go for AGGRES-RM 100/ 125 (all yrs) . . . . . \$5.50 ea.

SUZUKI

CLUTCH

**PLATES** 

(all vrs)

FIBER DRIVE PLATES

RM 80/ 100/ 125 (all yrs) . . RM 250/ 370/ 400/ 465/ 500

PE 1757 250/ 400 (all yrs) .

STEEL DRIVEN PLATES



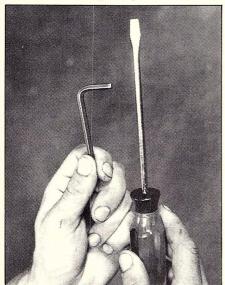
• 1st and 2nd Day Air Available 617 W. WISE RD., SCHAUMBURG, IL 60193

Hours Mon. to Fri. 9-7
 Sat 9-3
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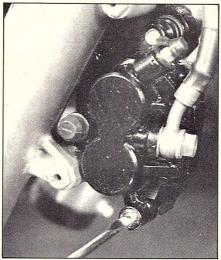
### HOWTO **CHANGE** DISC-BRAKE PADS

Come out, come out, wherever you are

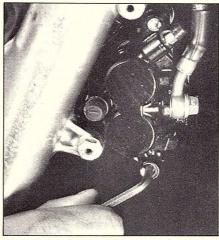
☐ Disc brake systems have come a long way from the first futile attempts to stop dirt bikes with hydraulic pressure. Kawasaki tried it over ten years ago on its I.S.D.T. bikes. The brakes overheated. Rokon built a disc-braked bike in 1974. It had the sensitive feel of a pile driver. Early attempts aside, modern motocross bikes have the best brakes in history. But your brakes are only good as long as the brake pads (pucks) last. If you haven't put new pads in your 1987 (or 1985 to '86) MXer, you are risking turning the first turn into a straightaway.



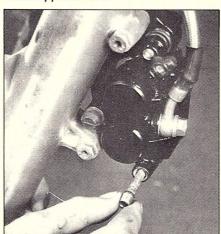
Heavy investment: Changing disc-brake pads on your bike might be slightly different from changing them on our CR250R, but it won't be more complicated. The tools needed for making the change on a Honda are a screwdriver and an Allen wrench.



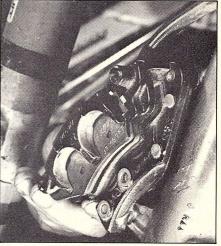
Counterclockwise: Step one is to remove the screw at the bottom of the brake caliper. This screw is non-essential. It functions as a mud cover for an Allen bolt.



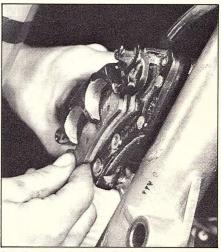
Ditto: Once the screw is removed, use the Allen wrench to remove the Allen bolt. Since it threads into the other side of the caliper body, it is not necessary to hold a wrench on the opposite side.



Extricate: Step three consists of slowly removing the Allen bolt from the 1987 CR250R caliper. Be careful when you remove the bolt, because it keeps the disc-brake pads from falling out.



Flip side: With the bolt removed, the disc pads are just sitting inside the caliper. If you aren't going to replace the pads, be sure to avoid dropping them or touching them with oily hands.



Surgical touch: In the final step, reach up and grab the bottom of the disc pad. Lift the bottom edge forward and unhook the top lip. There are two pads to remove.



Voila! The pads can be removed in five minutes. Be sure that no one grabs the brake lever when the pads are out. New pads can bring the pucker back to old brakes.



Imagine this. The competition is trying to sell you on re-invention. The competition claims innovation and then refers to their jersey as a top. Bottles have tops. So do boxes. O'Neal has quality, style and comfort details sewn up.

## THE O'NEAL BULLET JERSEY, THE BEST JUST GOT BETTER.

Bullet Jersey's are more than attractive. They're built tough from 50/50 interlock material, woven durably for long wear.

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#### CUFFS & PADS. EXCLUSIVE.

O'Neal Bullet Jerseys feature double cuffs with inner absorbent liner covered with an outer elastic shell. Anatomically designed foam padded shoulder and elbow pads smooth the blows.

#### NO SLAPPED TOGETHER JOB.

Unlike our competition, O'Neal Bullet Jerseys have quality silkscreened graphics. \$35.95



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#### **FASTER THAN A**

#### TRY AND CATCH THE BLAST.

It isn't easy! The competition has tried, but they're no match for the Bullet Glove from O'NEAL USA with it's new radical supercross styling and the most innovative options in an MX glove today.

#### PENETRATING MORE THAN THE SURFACE.

The Bullet Glove is lighter, and more flexible with it's multi sectioned back and contoured shape. We use a molded urethane close cell, shock absorbing foam, bonded to a bright lycra skin. The inner layer is lined with a soft cotton knit for complete comfort.

#### FEEL THE FLOWING FORCE.

Our logo spandex mid-section lets air in to reduce palm sweat and allows adjustment to your hand. The outer thumb is vented to add

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#### SPEEDING BULLET

more cooling.

#### NOW TAKE A FIRM GRIP.

Go ahead and try one on, because the padded palm is constructed with SYN-38, the latest in soft long-wearing protection. We've added a snug velcro closure to the wrist to seal out dirt.

#### YOUR ALWAYS READY TO RE-LOAD.

The Bullet Glove is machine washable, which gives you long-lasting use. One year warranty against defects in material and workmanship.

Available in sizes: 8, 9, 10, 11 & 12.

\$31.95

0475-026 White 0475-127

0475-128 Blue

0475-015





you're not crazy. Now there is much more to a pair of motocross boots. Other people think you don't have to change a good thing, but that only holds true if you plan not to ride any better. The more you ride, the more you need quality improvements in protection. The Bullet™ boot series from O'Neal USA complements your advanced skills.

#### **DESIGNED WITH THE SHAPE** OF YOUR FEET IN MIND

This is what our boot is all about. Certainly you will agree when you try on a

1-800-423-5002 MosterCo



pair. These boots are made of quality Italian leather to fit your dogs perfectly.

#### A SIGNIFICANT **BREAKTHROUGH IN** COMFORT AND PROTECTION

Look at our anatomically designed shape supported by ribbed plastic protection shields. Exclusively molded protection, exactly where you want it, and styled just for your dress code.

Yes, you can detect everything you need and more, like our custom sawtooth gear

Our features speak for themselves.

shifter plate.

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We value your opinion as an expert, so we ask you to try on a pair of Bullet™ boots to experience quality beyond your wildest imagination.

Sizes 6-13. Available in four colors:

White ..... 0310-001 Black ..... 0310-010 Blue ..... 0310-004 ..... 0310-003 Red

\$164.95





Let yourself go with t-shirts and sweatshirts loaded with vibrant graphics. O'Neal offers you the variety and the comfort to go out in style.

#### YOU LOOK MARVELOUS, DARLING

With everything from team graphics to O'Neal original designs, you feel marvelous. And when the air turns nippy, O'Neal hooded and crew neck sweatshirts give you the warming trend.

#### **QUALITY IN QUANTITY**

All O'Neal t-shirts are made of heavy-duty 100% cotton, with knit collars. Our super durable sweats are constructed of 50/50 cotton/acrylic. All our shirts are given the finishing touch with tough colorful heat

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applied graphics. This all adds up to great looks, casual feel, outrageous O'Neal appeal.

T-Shirts/Hooded Sweatshirts Specify size - Kids or Adults
Cru-Neck Sweatshirts Specify size - S.M.,XL (Adult only)
Add together part numbers for your custom shirts.
(1st - Shirt style - Znd - Shirt color - 3rd - Print style)
T-Shirt 1010Cru-Neck Sweats 1120S9.95
Cru-Neck Colors (O'Neal New Dimension Only)
White 1120-001-037 Mint 1120-007-036
Powder 1120-006-036 Grey 1120-020-037







1-Snirt	Colors
White	001 -
Royal	004-
Red	003-
Powder	006-
Grey	023-
Mint	011-
Aqua	007-
Yellow	002-
Hoode	d Sweatshirts
White	001-
Grey	009-
Red	003-
Navv	005-

Print Styles	
New Dimension	040
Apparel	038
USA Pink/Blue	085
World	014
Logo Back	016
Team Honda	101
Team Honda Flo.	184
Team Kawasaki	201
Team Yamaha	404
Team Yamaha Flo.	462
Team Suzuki	301
Team Husky	501
Team KTM	505

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Consistency in quality and fit, this is the best performance jersey ever made. O'Neal USA started the custom jersey trend and still remains the leader with the innovative graphics.

#### YOU DECIDE YOUR RIDE

- Ultra-Lite™ Jerseys come in your choice of 100% cotton, 50/50 cotton/poly blend, or fully vented Cool-Lite™ style
- 50/50 cotton/poly blend are designed for the serious high performance rider. Features include tapered shape with a long tail, elbow pad, absorbent cuffs and collar, interlock weave to resist snags and wear longer.

100% cotton jersey absorbs moisture for

added cooling on hot days.

Cool-Lite™ jersey, vented 50/50 cotton/ poly features large open-weave for maxair ventilation. Tailored fit with sewn-in elbow pads and long tail

#### THE DECISION IS EASY

The Ultra-Lite™ Series Jersey, the original is still the best.

Colors available 50/50 - White, Red, Blue

Cool-Lite - White only 100% - White, Red, Blue or Yellow Kids - White, Yellow or Red

Specify jersey color and sizing when ordering Sizing:

Adult: S(36), M(38), L(40), XL(42) Kids: S(6-8), M(10-12), L(14-16)

Pricing: Kids \$15.95 50/50 \$21.95

Cool-Lite \$19.95 100% \$16.95

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Lt. Blue/Royal Super-X logos \$1.25 each Add these style numbers to front of part numbers: ... 001-404 White/Red 100% 0030 White/Flor. Red .. 001-462 50/50 0010 Yamaha Euro Vented 0050 White/Red ... 001-403 O'Neal New Dimension Kawasaki 001-040 White/Blue White/Green 001-201 White/Purple 001-041 Suzuki White/Red 001-039 White/Blue ..... 001-301 Royal/White 004-042 Red/White ... 003-042 Husky White/Blue O'Neal USA White/Pink 001-085 KTM White/Blue ..... 001-505 Honda

Letters \$1.50 each

Also available:

Numbers \$3.00 each

All complete line of

with jersey logo. 142 Red/Black

028

084

White/Red

White/Black

Blue/White

Orange/Blue

White/Flor. Red .. 001-184 White/Blue

Andre 3X#1 (add \$2.00 more)

.. 001-701

001-101

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lightest molded plastic available. The unique contoured shape forms to fit perfectly.

#### **FLEXIBILITY TO MOVE BEYOND**

Our center pivot shoulder flaps allow full freedom of movement, while the large shoulder and bicep guards adjust their

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When you think about protection, Imagine the Rok Blok™ system which offers so much more.

Available in 4 colors:

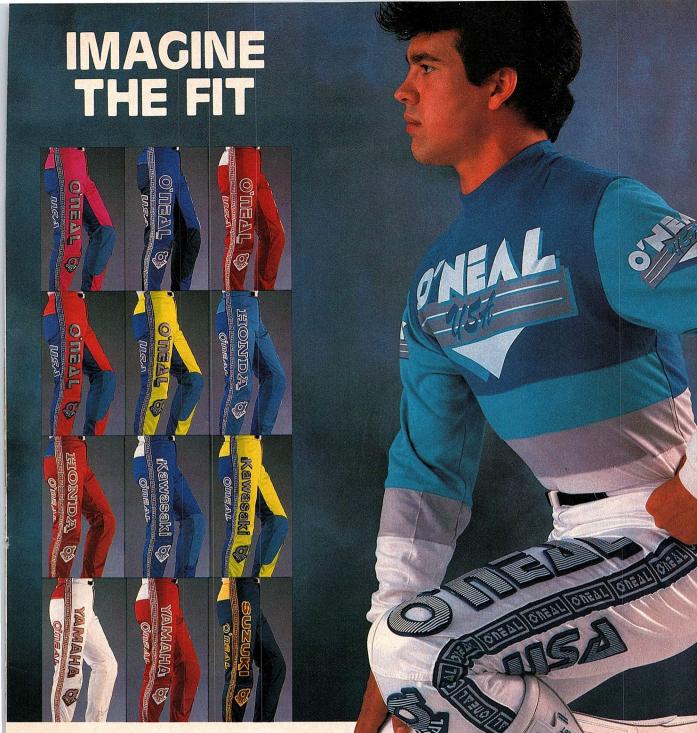
White/Red	0550-027
White/Blue	0550-028
Blue	0550-045
Red	0550-039

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#### PLASTIC NAME PLATE AND NUMBERS

Plastic Plate \$3.75 Stick-On Letters \$0.56 each Plastic Numbers \$1.50 each (Specify name and numbers when ordering.)





Today's motocross rider knows that there's a certain dress code to uphold. Being competitive racers at O'Neal USA, we understand this code. But, we don't stop there.

#### A NEW CHECK LIST FOR THE RACERS REQUIREMENTS

With over 20 years experience in construction, the Bullet\*\* Pants contain a unique design and fit. Triple-stitched, triple-layered seam construction offers maximum strength in all critical stress points. Sewn together using a tactel nylon "the fiber of life," for high performance, comfort and easy care.

#### NOT FORGETTING ANY PARTS

Injection molded flexible polyurethane lettering is made exclusively for O'Neal USA. Pat. Pending. This addition gives you the best in style, and extra protection in the thigh and knee area.

#### NOW RE-INFORCE THE FIT

Syn 38<sup>TM</sup>, the latest high-tech material is added

at the knees. Long-wearing and stay-soft after washing. Elastic ankle cuffs hold pants in place.

IIIII

O'Neal Blue/Navy

#### NO ADJUSTMENT NEEDED

The Bullet™ Pant is designed to fit the rider in the attack position with over 15° angle cut to the leg. Enclosed are a pair of high-impact plastic shin and knee pad that strap securely to your calf.

We at O'Neal know that the last thing that you want to worry about is what to wear, so when you want the best of all, let us suggest the Bullets'\*.

Sizes 26-36 \$119.95 Made in Finland

O'Neal Red/Red															0160-039
O'Neal White/White															0160-026
O'Neal Flor, Orange/Blue															0160-081
O'Neal Flor, Pink/Blue			1												0160-085
O'Neal Flor, Green/Blue													e e		0160-083
Honda Cosmo/Blue					-									1	0160-169
Honda Red/Red															0160-139
Kawasaki Blue/Blue		1													0160-245
Kawasaki Flor, Green/Blu	e		e		1			n	Û		Ĝ	Î			0160-283
Suzuki Navy/Navy															
Yamaha White/White															
Yamaha Red/Red															

0160-044

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**TRAK PAK 13000** 

Largest gear bag yet. Made up of 2 large center compartments, 2 end boot compartments and 7 separate pockets, several of which zip close. Additional shoulder strap and reinforced bottom. 20 Hx18 Wx36 L

TRAK PAK 6300 \$36.95

Our large gear bag. Made up of an extra large center compartment. On the side is a waterproof boot area which separates wet, muddy boots from the rest of your clothes. Additional shoulder strap. 14 Hx16 Wx28 L.

TRAK PAK 4400 \$24.95

This medium size duffle bag has one large

center compartment and 4 velcro outside pockets. 13 Hx13 Wx24 L.

TRAK PAK 2700 \$17.95

Our helmet size bag. Great for an overnight travel bag or just to the gym. 12 H x 12 W x 19 L.

DAY PAK \$12.95

Great backpack styled to fit you and your extra gear. Padded shoulder straps add comfortable protection.

\$19.95 Tough nýlon bags with special foam padding

to protect riders back. Large plastic buckle adjusts to waist sizes 28 to 38

Red/White 1350-027 Blue/White 1350-028 Blue/Yellow 1350-035 ATV White 1340-028 1350-157 Black/Gray

TOOL-PAK

\$24.95 Designed for desert and enduro riders. Heavy duty Cordura nylon assures long life and durability. Large side and back pockets offer ample space for extra goodies. Specially designed tool holders keep tools from knocking around while riding. (Black) 1355-010

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#### CONSUMER REPORT

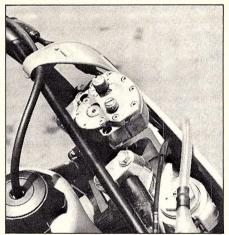
## NEWTOYS: WHAT WORKS & HOW WELL

New products for the motocross market

□ The MXA wrecking crew goes through a lot of products during a season. We see all the new products first and use them hard. Products we think are excellent receive four stars ( $\star\star\star\star$ ). This rating means they not only do what they're claimed to do, but are smart buys, to boot. Products that do what they are supposed to do and are a benefit to the motocross racer get a good rating and three stars ( $\star\star\star$ ). An item that does a decent job but doesn't set the world on fire receives a fair rating, which is denoted by two stars ( $\star\star$ ). And a poor product gets a poor rating of one star ( $\star$ ).

SWEDISH GIZMO

#### WHITE BROS. UNIQUE STEERING DAMPER



Swedish wonder: It's a wonder that the Japanese manufacturers haven't jumped on the Swedish-built Unique steering stabilizer. It stops headshake, improves cornering and is worth a bundle of time on a rough track.

• FUNCTION: This Swedish-built hydraulic steering damper has special interest for Honda owners. It eliminates headshake at high speed, in whoops and going into braking bumps. Special dials and orifices allow you to have free steering over a wide range and still be able to dial in increasing amounts of drag as the front end moves to the outer edges of its arc.

PRO: The Unique Steering Stabilizer works, especially on rough tracks. It allows you to drive in harder and deeper going into bumpy corners. It takes some time to get used to, but is never noticed after the first day. This little device is worth a second a lap on a rough track.

CON: A small bracket has to be welded onto the frame to work the Unique, and once mounted, the Unique unit is slightly obtrusive on the triple clamps. It should be padded.

RATING: ★ ★ ★

PRICE: \$199.95 from White Bros., 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991. • GAS MASTER

#### ACERBIS THREE-GALLON CR GAS TANK



Big honker: Acerbis' three-gallon CR gas tank gives the Honda enough fuel to race Hare Scrambles, Grands Prix or longer motos. For shorter motos it carries the fuel lower than the stock machine.

• FUNCTION: For riders who want to ride longer, farther and harder, the Hondas offer only a two-gallon gas tank. Acerbis, an Italian plastics company, makes a very nicely designed three-gallon accessory tank. The extra gallon of gasoline is unnecessary for most motocross races (although a 30-minute moto in sand or mud could run a CR250R or CR500R out of gas).

PRO: It fits perfectly, accepts stock hardware, isn't appreciably wider (less than one inch) and has a nice look to it. The plastic is slightly translucent to allow you to see how much gas is in the tank. For motocross we filled only the lower portion of the tank to allow us to run the gas lower on the frame than the stock tank.

CON: The red plastic is slightly off in color match, but not by much. The gas cap is an Acerbis unit. We would have preferred the cleaner threading of the stock Honda cap. You might need a longer or better gasoline line to fit the lower petcock.

RATING: \* \*

PRICE: \$149.95 from Acerbis USA, 10911 Wheatlands, Unit H, Santee, CA 92071; (619)562-1440. ◆

**JET EXHAUST** 

#### PSI 1987 HONDA CR250R PIPE



Pssss: Wisconsin's PSI builds a nice-looking stamped CR250R pipe. Improved top end is the PSI pipe's big advantage over the stocker. Tank/pipe clearance was close, so check yours before firing up the moto-beast.

• FUNCTION: Honda CR250R owners are always looking for an advantage over the opposition (they have to, because most of their opponents are on identical Hondas). One of the easiest ways to get more power or a different type of power, is with a change of exhaust pipes. PSI is a major force in the exhaust-pipe business, supplying many racers and shops with high-performance help. For 1987, PSI's hot seller is its CR250R pipe.

PRO: There is a definite power improvement in the upper mid-range and top end. The engine responds quicker on top and is easy to ride on fast tracks. Low-end to midrange performance didn't suffer. Overall power is smooth and longer with the PSI CR250R pipe.

CON: The head pipe could tuck in slightly closer, but the overall fit is very good. Everything lined up, and the pipe bracket had a nut welded to it to ease mounting.

RATING: \* \*

*PRICE:* \$149 from PSI, Rte. 2, Box 309, Wild Rose, WI 54984; (414)787-2430.  $\bullet$ 

#### 500 GRAND PRIX LEADER

## CAN A PRIVATEER WIN THE WORLD CHAMPIONSHIP

Georges Jobe is out to be the first in modern history

By Luc Verbeke

☐ In 1980, at the tender age of 19, Belgium's Georges Jobe (jo-bay) became the youngest rider ever to win the 250 World Championship. He repeated the title two years later (Neil Hudson and Danny LaPorte won in 1981 and '82) on a works Suzuki.

The 1983 season was bittersweet for Georges. He won the 250 World Championship, but Suzuki pulled out of Grand Prix racing. The World Champion was unemployed! After months of searching, Jobe signed with Team Kawasaki for the 1984 500cc World Championship.

When the MXA wrecking crew visited Georges in Belgium, we asked him about his Grand Prix career, his chances of winning the 1987 500 World Championship and his mixed relationship with the factory teams.

MXA: Georges, in your first year in the 500 class [1984] you finished second. What happened in 1985?

Georges: The year 1985 was a disaster. It all started on New Year's Day when my house burned down. In one instant you lose everything you own. It's obvious that those aren't the best circumstances to start off a Grand Prix season. All these things are running through your mind. In the meantime, my wife, Fabienne, was pregnant. That takes a lot of your time, which is normal. The birth of a child is one of the most important events in a man's life.

During the first International race in Belgium, I dominated both motos, but a very unlucky crash hurt my back. The injury plagued me all year. The new Kawasaki wasn't set up right, and I couldn't do the test riding to improve it. It would have prevented a lot of trouble later in the season. Due to mechanical failures, I lost seven Grand Prix motos and only finished fourth in the final points standings. My worst year ever was 1985.

MXA: Before you went to Kawasaki, you rode for Team Suzuki. How different were the two teams?

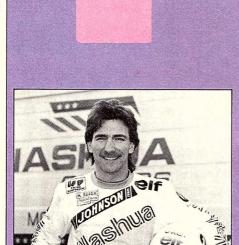
Georges: In my first year at Kawasaki, I was more motivated than anyone else. I wanted revenge! Kawasaki supplied me with bikes but didn't really think I could win. They considered 1984 a transition season to develop machinery. They thought, If you make the top five you are lucky. But I won the Grand Prix opener in Switzerland

and a week later the Austrian GP in Sittendorf. Of course, by that time it was too late for Kawasaki to suddenly take the season seriously, and the support didn't come, because I wasn't a real factory rider for them. They supplied the bikes, but they didn't pay me a salary. I lost the 1984 500 title by 11 points to Andre Malherbe. Kawasaki didn't believe in me, they didn't support me, and that cost me the World Championship. For example, at Carlsbad I had to race a brandnew, untested works bike, and that blew the whole thing. I lost 17 points at Carlsbad, and that ended any hopes of winning the title in 1984.

MXA: Were you lucky to survive 1986? Georges: Well, I was in good shape in the beginning of the season, and even with two flat tires in the GP opener I finished second behind David Thorpe. The next week, in Holland, I won the first moto, but in the second my Kawasaki broke into two pieces. It was a bad crash, and I was lucky I didn't get hurt. What happened in Holland should never have happened. I was leading the race, and in front of all the TV cameras, my bike broke in two. A week later, in Sweden, I crashed and broke my arm. I blame Kawasaki for that also, because they didn't use the fork settings I asked for.

**MXA:** But one week later you started the Finnish Grand Prix?

Georges: There were two breaks in my arm. I couldn't move it. My doctor advised me to stop immediately and have an operation. That was exactly what I didn't want. The terrible 1985 season was still running through my mind, and I wanted 1986 to be successful, no matter what the price. I had already lost 60 points to Dave Thorpe and the other Honda riders, but there were eight GPs to go. I thought I could still win. I read a book by Rika Zarai on homeopathic medicine. It inspired me. I cut off the cast and taped the injury with a mixture of plants and clay. Every day I worked with weights. I was going through hell. But after a couple of days, I could move the arm, and on Saturday I was able to ride my bike. Just before the start of the Grand Prix, I took a painkiller and tried to forget the pain. All the riders thought that a miracle had happened. Even the doctors couldn't believe their eyes. I



The next World Champ? "I think that Thorpe thought that he had this year's World Championship in the bag. Who can blame him for that? There is a lot of pressure on him. Since I'm a privateer, the only person I have to be responsible to is myself."



Georges on the past: "Kawasaki didn't believe in me. They didn't support me and that cost me the World Championship. Kawasaki didn't care enough about the bikes. That's the difference between Kawasaki and HRC."

Sponsorships: Georges Jobe had to round up outside sponsors to support his privateer quest for the 500 World crown. Georges got big bucks from Nassau Copiers, Johnson Cigarettes and Elf gasoline.





should have been out for two months, but I wanted to win, and I was willing to pay any price.

**MXA:** Kawasaki didn't seem to try as hard as you did?

Georges: There was bad coordination between the team and the factory. I was very disappointed with that. Kawasaki didn't care enough about the bikes. In a relaxed atmosphere, all a rider has to do is jump on the bike and win. I was always racing with a bunch of problems on my mind, instead of concentrating on racing. My mechanic and I were working all the time to improve every part of the bike, and that's not our job! That's the difference between Kawasaki and Honda. HRC is so well organized that the riders simply get on and go for it. Kawasaki didn't listen to what the riders said. Alec Wright was the team manager for Team Green Great Britain], and I officially rode for them. But it was in England that everything went wrong. I should have negotiated directly with Japan, but I reported to England, and they talked to the Land of the Rising Sun. At the beginning of the season, I complained about my forks. Six months later they gave me a new pair. Kawasaki in the United States worked much closer with Japan than we did. Jeff Ward and I had the same complaints, but

his were resolved sooner. Two weeks before the USGP, I flew to California to test with Jeff Ward and Ron Lechien. They let me ride their bikes, and they were a lot better than mine. So I took all the American parts and decided to improve my bike myself. Alec Wright refused to allow me to make the necessary improvements. He told me that Japan gave orders that I ride my bike with the original settings. I did, but the bike wasn't running very well. I tried to talk to Japan directly, but they told me to talk to Alec Wright.

I think I was the strongest man on the track, but due to bad luck and, especially, mechanical failures, I finished fourth when I could have been World Champion.

MXA: Now that the 1987 season is under way and you are leading the points, are you having the last laugh?

Georges: I never doubted my possibilities. I know I can do it. Of course, it has taken me some time to recover from my injuries at the Geneva Supercross (Editor's note: Jobe collided in midair with Larry Brooks). From the first GPs this season I was confident that even with a small team on private Hondas, things would be 100 percent better than on Team Kawasaki. I heard that the Kawasaki riders are facing the same problems I had in the years before. That's to be expected as long as Kawasaki keeps doing things the wrong way. There is one person to blame for all of Kawasaki's troubles, but I won't mention his name. As far as I'm concerned.

the Kawasaki story is history, and I don't want to talk about it. Things are not going to improve with Kawasaki this year or for the next ten years.

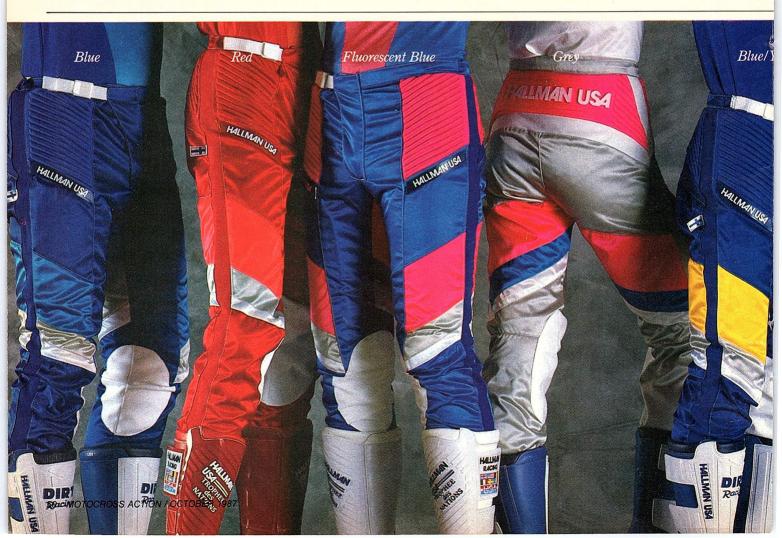
**MXA:** You currently have the 500 World Championship points lead. Is it because you are so good, or is Thorpe so bad?

**Georges:** (Angrily) You see, that's exactly the sort of nonsense I hear all the time. Is it because I'm in the lead and not David Thorpe that you ask me that question?

**MXA:** No, but if you compare the point standings this year with last year's, the results are very inconsistent.

Georges: Yes, that's true. I think Thorpe thought he had this year's World Championship in the bag. Who can blame him for that? He didn't have anything to get motivated about with no Malherbe, no Geboers, and me on production bikes [and not riding at 100 percent). After the first three GPs, he was 60 points ahead of me. Then suddenly he's not doing so well, and there is a lot of pressure on him. Pressure from his fans who don't understand his down period, pressure from people close to him, pressure from Honda...I know what he's going through. Since I'm a privateer, the only person I have to be responsible to is myself. The pressure is a lot less.

**MXA:** Rumors have it that Honda will give you a works bike to save face. They don't want a privateer to beat their factory equipment.





Jobe on works Hondas: "There is no way I'll get works Hondas this season. It would be stupid to change something that works. I think that what I'm doing is the best publicity they can get. A production bike can be as fast as a works bike."

Georges: Oh, come on! Who told you that? There is no way I'll get works Hondas this season. Anyway, we did a lot of work to get our production CR500R set up. It would be stupid to change something that works. I think that what I'm doing is the best publicity Honda can get. It proves that a production bike can be made as fast as a works bike. At the beginning of the season, we ran Pro Circuit engines, but that wasn't exactly suited to the European way of racing [on a different track every weekend].

MXA: How are you preparing yourself

for the rest of the GP season?

**Georges:** There is still a long way to go. I am going to concentrate on every Grand Prix separately, without worrying about the points standings. As soon as I start to race tactically, things start to go wrong. It's not going to be easy, but I can try to win every race. My goal for the remaining races is to go flat-out all the time!

**MXA:** What has gone wrong with Belgian racing?

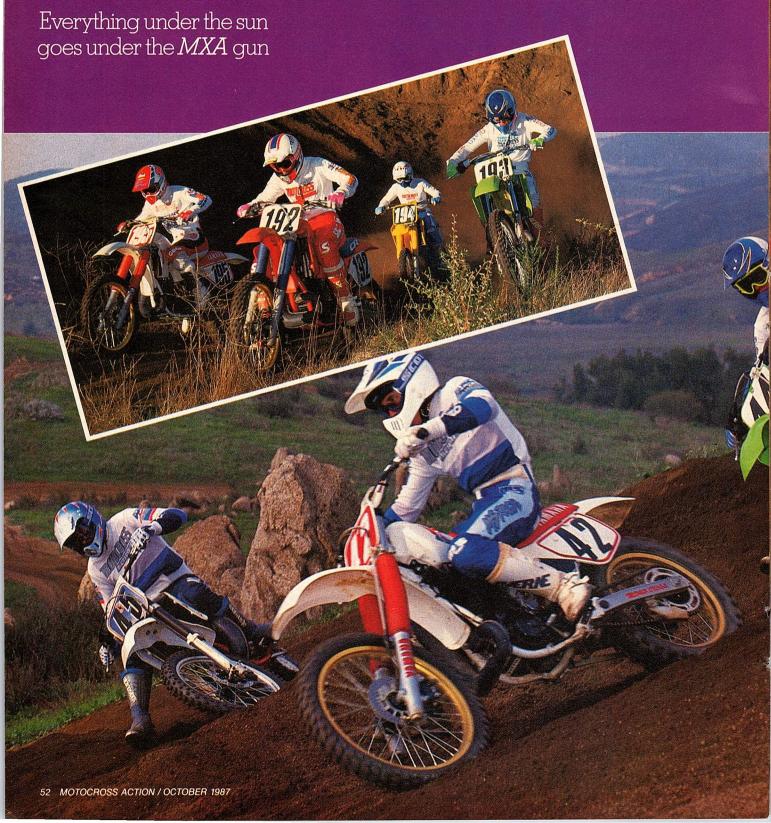
**Georges:** Belgium has been the number one country in motocross for more than 20

years. All the American, Scandinavian, English, German and Dutch riders came to Belgium because that was the country where they could race, practice and get faster. But that time is finished! The Belgian Federation sticks to the past. They organize the same way they did 20 years ago. There are so many problems, but nobody does anything. The Belgian National Championship is a laugh. The Belgian competition, in general, is a joke. The Belgian crowds know this, and they are staying away. Belgium needs to reschedule the races, run the youngster races on Saturday and the International riders on Sunday. Now there are too many races. Every Sunday the crowd has to sit through 16 motos of Junior 125s, 250s and 500s—all riding two motos lasting 25 to 35 minutes each! Man, I can tell you it gets pretty boring when you have to watch all day.

The Federation should go back to individual 125, 250 and 500 Championship races. Presently, they mix the 250 and 500 Championships together, and the crowd is confused about what is going on. They hear that Gebeors finished third, but won the 250 Class, whereas Velkeneers won, but finished only third overall in the 500s...and so on. Separate the Championship classes into 125, 250 and 500. Hold no more than six Championship races a year, with good prize money. And develop a qualification system so that young riders can work their way up to the National Championships.

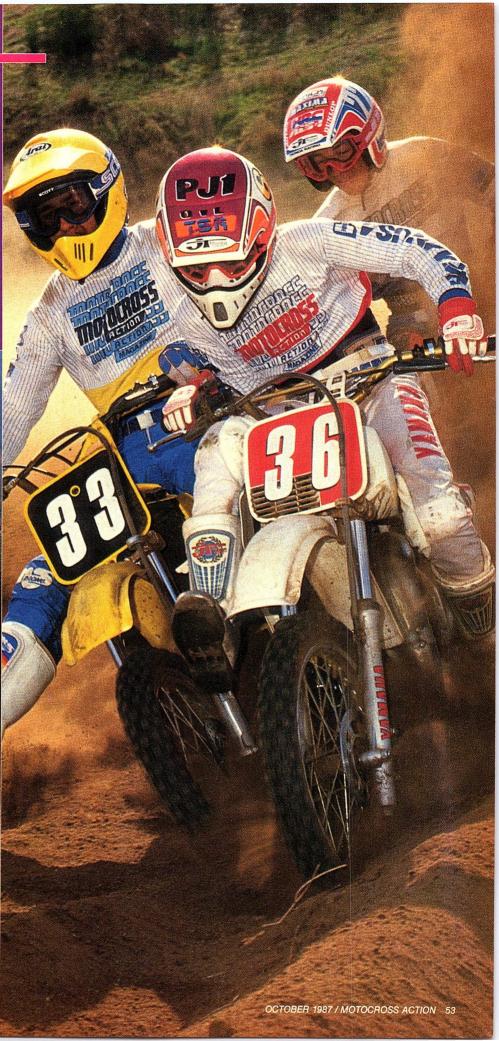


## MAX BONANZA: 17-BIKE COMPARISON



☐ Well, we've almost gotten through another season of motocross bikes. What does it all mean? Not much if you can't remember what was said about each bike. We understand if after trying to digest all the information on the assorted motocross bikes tested, you might be a little confused. And, we took your direview of 17 of the most popular bikes. This review is a chance for you to catch up on the bikes of 1987. If you're in the market for a used bike or perhaps ready to buy a new '88, this review will be helpful in giving you information (scoreboard ratings are based on 1-100 criteria, with 100 being best) for both the purchase and setup of your bike. For complete information read the whole test in the issue in which it originally appeared.





#### TEST SPECIAL

#### MINI MISSILE

#### HONDA CR80R

• OVERALL RATING: Excellent. STRENGTHS: The CR80R has power that some 125 riders would envy. It's absolutely incredible that this much power can come out of such a small bike! Of course, the power is only worthwhile if the bike's handling is good. Good? It is excellent. Perfect jetting and shifting round out the best mini package offered this year.



Honda CR80R: The most impressive aspect of the CR is the motor. It would make 125 riders of years past, envious. A handful for entry-level riders, the CR is a lethal weapon in the hands of advanced riders.



Fling it: The CR80R has great suspension which needs frequent servicing to work efficiently. As usual the Honda had the best shifting and clutch work.

WEAKNESSES: The CR has an excellent front brake, but the overall feel is marred by the rubber brake hose, which gives a spongy feel.

NECESSARY CHANGES: Use a steel brake hose for the front brake. How about cartridge forks and a rear disc? Or are we asking too much? •

HONDA	C	R	8(	01	R	S	(	C	0	F	l	36	0	Ā	I	RΙ	)
Horsepower												٠					.96
Handling																	
Forks																	
Shock																	.90
Brakes																	.87
Detailing																	

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#### LITTLE GREEN MEANIE

#### KAWASAKI KX80

• OVERALL RATING: Very good. STRENGTHS: Kawasaki should receive an award for the vast improvements it has made to the little KX. Kawasaki started the trend of using 35mm forks, and in '87 it added heavier springs to make the front end sturdier than ever. For '87 the KX has a new powerband with the strong mid-range it lacked in '86. The rear brakes offer more braking power than any kid will ever need.

WEAKNESSES: MXA has found that an awful lot of KX80s are catching the piston

ring on the exhaust bridge. The clutch feels as though it is hinged—almost an on/off feel. NECESSARY CHANGES: The forks

could use more damping, and the motor, although strong, could use a dose of power throughout the entire powerband.

#### KAWASAKI KYON SCORFROARD

KWANDUKI KWOO DCOHTDOUID	
Horsepower	39
Handling	90
Forks	
Shock	90
Brakes	92
Detailing	

■ Kawasaki KX80: For 1987 the KX80 is an improved breed. The front end is graced with sturdy 35mm forks and a super-strong disc brake. The rear brakes are just as good, making the KX the best stopper of all the minis.



Tops in detailing: The KX80 wins the category with its easy-to-service air filter, great tires (Dunlop K490s) and an excellent ergonomical finish. Handling traits are average, but better than '86.



#### FLYING YELLOW ZONKER

#### SUZUKI RM80H

• OVERALL RATING: Very good. STRENGTHS: For many years Suzuki has been famous for producing great-handling motorcycles; the RM80 is no exception. The powerband is greatly improved over last year's, with a strong mid-range and lots of revvability. The rear shock is an all-new remote-reservoir Showa, and its performance is excellent.

WEAKNESSES: The front brake doesn't have the greatest lever feedback, due to the rubber brake hose. The 33mm forks have become outdated by the larger 35mm units found on the CR and KX. Expert riders encountered serious flex problems through rough sections.

NECESSARY CHANGES: To stay competitive, Suzuki should replace the 33mm forks with sturdier 35mm units. Braided steel brake cables would also do wonders for racing situations.

#### SUZUKI RM80H SCOREBOARD

DOLLOW HILLOOM DOCKED OTHER	
Horsepower	
Handling	,
Forks	,
Shock	
Brakes	,
Detailing	

Suzuki RM80H: The Suzuki RM80H was voted the best all-around handler by the MXA test crew. Though the 33mm forks have become outdated, the damping and spring rate function are excellent. ▶

Something for everyone: The RM80 motor pulls strong and smooth off the bottom. pulls further through the mid-range and starts to fall off on top. It's a good allaround motor for any level rider. ▼





#### TEST SPECIAL

#### FORM BEFORE FUNCTION

#### YAMAHA YZ80T

• OVERALL RATING: Good.

STRENGTHS: For 1987, Yamaha made big changes to their mini motor, giving it strong and controllable mid-range power. One thing that hasn't changed is the handling; it's still just as good as earlier models. Completely redesigned axle-adjuster hardware will take

away one problem that plagued last year's model. Yamaha has one of the best-working rear brakes of any mini.

rear brakes of any mini.

WEAKNESSES: Unlike the CR and KX 80s, which have 35mm forks, the YZ uses the smaller 33mm units which tend to flex. The low seat height and tall pegs tend to cramp tall riders.

NECESSARY CHANGES: Both the clutch and brake levers are on the small side and should be replaced with larger 125 units.

Fast riders will want to install the optional heavy springs, front and rear. •

YAMAHA YZ80T SCOREBOARD	
Horsepower	7
Handling	3
Forks	
Shock	
Brakes	
Detailing	7



Yamaha YZ80T: The Yamaha has the smallest layout of any mini this year. Complementing its size is the best Beginner- to Junior-level motor with its strong bottom-end punch.



Stay back: The YZ80 is hampered by 33mm forks with too soft damping and spring-rate setups. Optimum control is usually found when the rider gets on the rear end and powers through the rough stuff.

#### DOMINANT FORCE

#### HONDA CR125R

OVERALL RATING: Excellent.
 STRENGTHS: The CR125R does it all!

It's blazing fast, incredibly agile, superbly detailed and almost unbeatable. A superstrong mid-range is combined with a decent low end and passable top end. This is the best 125 motor of 1987.

WEAKNESSES: Many Honda owners suffered setup problems that caused seizures. These were traced to bent ATAC arms, air leaks at the reed block or lean jetting. Honda issued a warning and new jetting specs to all CR125R owners.

NECESSARY CHANGES: Honda needs to fix the stock airbox to make it easy to get into and out of. Shock life on the stock Kayaba tear-gas canister shock is not as long as with the bigger CR's Showa shocks.

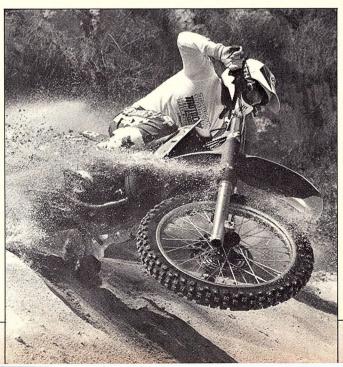
Noise is a major problem with the ratty CR125R silencer. •

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Horsepow																		
Handling																		
Forks																		
Shock																		
Brakes																		
Detailing																		



Honda CR125R: Is it possible to make the best, better? It was for Honda. The CR125R motor pulls like a 250. No other 125 comes close. The suspension is excellent, as is Honda's usual attention to detail.

Diamonds are forever: Honda won last year's 125 National Championship on a bike similar to the CR—lucky for you! Power and handling are top of the line as are the brakes, clutch, shifting and tires. ▶



#### EURO DARK HORSE

#### **KTM 125**

• OVERALL RATING: Fair.

STRENGTHS: Handling is the best attribute of the Austrian-built KTM 125. A totally new chassis for 1987 produces a clean and predictable set of specs that can turn on a dime. As an added bonus, the KTM comes with high-quality White Power suspension components that normally are available only as aftermarket bolt-ons.

WEAKNESSES: Clutch action is notchy and slightly unresponsive. Shifting cannot be achieved at full throttle, which means the throttle must be backed off. The stock fork springs are incredibly wimpy (way too soft). Power output is decent but needs to be increased if the bike wants to run with the class leaders.

NECESSARY CHANGES: More carefully selected spring rates (front and rear), crisper carburetion, slicker shifting and a more responsive clutch.

KTM	1	2	5	5	3	C	C	E	3	E	В	C	P	IJ	R	D		
Horsepower																		.80
Handling																		
Forks																		
Shock																		
Brakes																		
Detailing																		.84



▼ KTM 125: Even with the new motor, frame, plastic, brakes and suspension, the KTM 125 needs some work. For a bike that costs this much, the attention to detail could be a lot greater.



Uniquely European: The KTM 125 is an excellent handler hampered by severely undersprung White Power upside-down forks. The front and rear four-piston caliper disc brakes do a good job of stopping the bike.

#### MR. MELLOW

#### KAWASAKI KX125

OVERALL RATING: Very good.
 STRENGTHS: The Kawasaki's greatest strength lies in its ease of use. The powerband is very broad, tractable and controllable.

Most parts of the KX125 work well enough to get the job done without any fanfare. The

KX's strength isn't in any one area, but in the total package.

WEAKNESSES: The forks are definitely

#### KAWASAKI KX125 SCOREBOARD

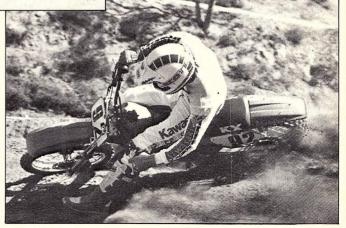
	-	-	 -		 -	•	•	-	-	•	-	-	-	•	•	 -	
Horsepov	ve	er														.84	1
Handling																	
Forks																.72	2
Shock																.84	1
Brakes																	
Detailing																	

a weak link in the KX armor, as are the front and rear spring rates (too soft). In stock trim the KX125 comes with rim-saver tires that don't work well on any type of terrain.

NECESSARY CHANGES: Cartridge forks would be a bonus in the future. Stiffer spring rates and an overall boost in horse-power is needed. One tooth more on the rear sprocket would definitely aid the standard-issue powerband.



Kawasaki KX125: Not a standout in any single category, the KX125 manages to do everything well enough to be a contender. The KX is probably the easiest 125 to ride due to its predictable power and handling.



Frame it: The KX benefits from frame construction which is stiffer and aids stability. Don't confuse the tires' performance with the bike's handling. The handling is good, the tires aren't.

#### TEST SPECIAL

#### STILL STRUGGLING

#### SUZUKI RM125G

• OVERALL RATING: Fair.

STRENGTHS: Suzukis have been famous for their suspension since 1981, and 1987 carries on the tradition. The RM125 has superb components, front and rear. It absorbs bumps, ruts and jumps without a wiggle.

WEAKNESSES: The Suzuki powerband leaves a lot to be desired. It makes a different kind of power that works on fast, high-speed tracks but falls short of the competition on tight tracks, sandy tracks or courses with steep hills.

NECESSARY CHANGES: Serious horse-

power, especially in the low end and midrange, is needed. The RM's tank/seat layout is antiquated. Maintenance is unnecessarily difficult because of an overabundance of bolts and nuts. Gearing is way too tall for the power on tap, and the seat is too thinly padded. Brakes are too weak (rear is a drum). •

SUZUK	I	I	3	M	[]	2	5	G	S	C	:(	0	R	E	E	30	)	Ā	R	D	)
Horsepow	re	r																			78
Handling																					84
Forks																					95
Shock																					
Brakes																					82
Detailing																					80



■ Suzuki RM125H: Suzuki's engineers suffered from amnesia in 1987 so, lucky for us, the '86 RM was forgotten. The new RM125 is just that, new, and having the best suspension of any 125 is evidence of the affliction.



Take the wide line: The RM125's powerband is one which favors a full-throttle attack. Weak on the bottom the Suzuki's new powervalve motor slowly but surely builds to a kamikaze crescendo.

#### **BODY PUNCHER**

#### YAMAHA YZ125T

• OVERALL RATING: Good.

STRENGTHS: Yamaha has come close to building an excellent 125 motocrosser. The power is decidedly low end with a very hard hit. As fast as you can shift, the YZ will pull. Rider layout is decent, with the exception of the stock handlebars (which aren't too hot).

WEAKNESSES: In the rough stuff the Yamaha YZ125T is a handful. The suspension, both front and rear, simply isn't capable of absorbing consecutive hits. In the motor department, the lack of any top end forces the rider to shift more often or else fall off the pipe.

NECESSARY CHANGES: A removable subframe would be nice. A rear disc is an absolute necessity, because the rear brake on the YZ is useless. Cartridge forks, on a par with what Honda and Suzuki offer, would keep the YZ equal in the front suspension department. •

## YAMAHA YZ125T SCOREBOARDHorsepower84Handling86Forks72Shock72Brakes86Detailing86



Yamaha YZ125T: For 1987, Yamaha gave the YZ125T a healthy increase in low-end power and new shock linkage. The difference in power over last year's bike is startling, the change in suspension is marginal.



Hammer the clutch: Despite the healthy low end, the YZ125T fails to really get going without short shifting the bike and grabbing the next gear. The transmission is on the notchy side.

#### STILL THE BEST

#### **HONDA CR250R**

• OVERALL RATING: Very good. STRENGTHS: Just about everything! The CR's power was increased from 5500 rpm on up, allowing the motor to really come alive down fast straights. The CR's handling couldn't get any better. If the rider makes a mistake, the CR will fix it—amazing! Would you also believe that Honda made last year's cartridge forks better? With increased highspeed compression damping you can believe it!

WEAKNESSES: You're right, no bike is perfect, and even the CR has a few faults. The most serious is the Showa shock, which fails to work as well as the same shock does



Honda CR250R: The 1987 CR250R maintains its status as king of the class, but not by much. There's a loss of low-end torque over last year's CR and the rear shock is in dire need of revalving.



Better than most: The CR250's power is best suited for advanced-level riders, but Honda's attention to detail is something to be enjoyed by all. The brakes are excellent and ergonomics are spot-on.

on the CR500. It gives a springy, weak rebound and an overall ride that isn't any better than the '86's.

NECESSARY CHANGES: To make the CR closer to the perfect bike would take a bit more low-end power, a bigger (easier-touse) airbox and a properly working rear shock. •

HONDA CR250R SCOREBOAR	D
Horsepower	.94
Handling	
Forks	
Shock	
Brakes	
Detailing	.97

#### THE TWO-WHEELED TRACTOR

#### KAWASAKI KX250

• OVERALL RATING: Very good. STRENGTHS: The KX is a great bike for power fanatics. It's not the type of power you lose your mind over, but a strong low and mid-range power that keeps pulling. The ergonomics may not please everyone with the narrow tank and seat junction, but it makes moving around on the KX effortless. The brakes on the KX will stop the bike. The rear brake works without stalling the motor, thanks to a new disc pad composition.



WEAKNESSES: For some unknown reason almost all the KX owners we spoke to have had problems with fouling plugs. For 1987, Kawasaki used a 38mm Mikuni instead of the 40mm unit from last year. It still runs a little on the fat side, so minor rejetting might be required. The fork springs are too soft (run KX500 springs).

NECESSARY CHANGES: It may not be necessary, but a Kayaba cartridge fork would sure be helpful. The bike can't get much better.

#### KAWASAKI KX250 SCOREBOARD

■ Kawasaki KX250: For 1987, Kawasaki came the closest of anyone to unseating Honda for the best 250. A strong bottom end and excellent throttle response make the KX a high-performance tractor.

Jeff likes it: 1987 Supercross Champion Jeff Ward has never been happier with his practice bikes than in 1987. A stock KX250 is almost identical to Jeff's factory race bike.



#### TEST SPECIAL

#### HANNAH REPLICA?

#### SUZUKI RM250

• OVERALL RATING: Fair.

STRENGTHS: The best news about the '87 RM is that Suzuki did away with the eccentric-cam shock linkage found on the '86 RMs. The RM250 suspension tracks well in turns and stays hooked up. Best of all are the Kayaba cartridge forks, which have the exclusive feature of adjustable compression and rebound. The RM also has, perhaps, the best stock shock of 1987—Suzuki has been listening to Bob Hannah! The RM is one of the best shifters on the market—effortless.

WEAKNESSES: For 1987, Suzuki opted to go with a hard plastic front brake cable.



Providing better feel than last year's unit, it still feels spongy and less efficient than a brake with steel cables. The Bridgestone M41-42 tires are real losers. Overall handling isn't as precise and stable as the competition's.

NECESSARY CHANGES: The RM could use more high-speed and midair stability. It often felt unpredictable in both situations. A removable rear subframe would be nicer than the present setup of one side that can be removed.

SUZUKI RM250 SCOREBOAL	RD
Horsepower	87
Handling	
Forks	
Shock	
Brakes	
Detailing	80

■Suzuki RM250H: The '87 RM is the first year of the Bob Hannah-inspired race bikes. Hannah couldn't get all the changes he wanted, but he did get a few big ones, such as improved brakes, more low end and better handling.

Traditional mount: The RM250 is an average handler. The new shock linkage has done wonders for shock action. The Kayaba cartridge forks are the best damped forks in 1987. ▶



#### WHITE-LINE FEVER

#### YAMAHA YZ250T

OVERALL RATING: Fair.
 STRENGTHS: About the only strength to speak of is the YZ's motor. Gone this year is the high-rpm motor of '86, in exchange for loads of mid-range. It comes on strong and stays on over an impressive range. Aside from the new paint job, that's about it.

WEAKNESSES: History is usually something to learn from—not repeat. No one told Yamaha. The many weaknesses of the YZ stem from Yamaha's refusal to modernize its bikes. The rear drum brake works only adequately. The BASS (Brake Actuated Suspendents)



Yamaha YZ250T: Even though many of the previous year's bike's characteristics are still around, the YZ250T is a decent performer. The motor has the strongest midrange of any '87 250.

sion System) is a waste of development time. Probably the worst feature on the bike is the front forks. Terrible!

NECESSARY CHANGES: The forks have got to go or be drastically changed. The Kayaba's harsh qualities are scary! Take off the bars before riding the bike, and then put them back on before selling it.

#### YAMAHA YZ250T SCOREBOARD

Horsepov	16	er										.90
Handling												.84
Forks												.75
Shock												.78
Brakes												.80
Detailing												



Maybe next year: With a competitive motor, all the Yamaha needs is some good suspension. The forks are frightfully harsh and the shock is erratic at best. Only the motor makes the '87 better than the '86.

#### BRUTE FORCE

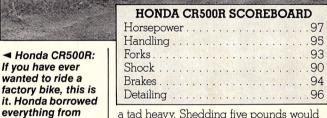
#### HONDA CR500R

• OVERALL RATING: Very good. STRENGTHS: For 1987, Honda has produced a ridable Open class bike with a direct lineage to the factory racers. The engine revs easily, and the power comes on quickly, so the CR rider must be prudent. Typical Honda shifting, handling and brakes—all excellent. The CR500R uses the same style of Showa shock as the '87 CR250, only on the 500 it works! Showa cartridge forks are the best Open forks around.

WEAKNESSES: The CR suffers from a typical Open bike trait: It's hard to start and

Start at the top: For an Open bike you can't do any better than a Honda CR500R. It has incredible power, and superb handling makes it the best Open bike for 1987. Its only flaws are a fat gas tank and hefty weight. ▶





a tad heavy. Shedding five pounds would help immensely.

NECESSARY CHANGES: Honda should take a look at the '87 Kawasakis. The KXs have an extremely narrow seat/tank juncture which the CR doesn't have. The big Honda tank needs to be about two inches narrower.

#### IN THE EUROPEAN TRADITION

#### **KTM 500**

OVERALL RATING: Fair.

STRENGTHS: The big Katoom's best attribute is its handling. Even as it falls victim to the atrocious suspension setup, the bike corners better than most, and tracks well over obstacles. Though a bit erratic, the powerband is well behaved, making the big 500 easy to ride.

WEAKNESSES: The forks aren't bad, they're dangerous! The White Power upsidedown cartridge forks are the best-engineered forks made. KTM chose to ruin their potential by providing a spring rate that would be soft on a minicycle. The rear White Power

KTM 500 SCOREBOARD	
Horsepower	.88
Handling	.97
Forks	
Shock	
Brakes	
Detailing	

KTM 500: Austria's entry into the Open class war abounds with trick equipment. Although the factory setup is way off, in theory the White Power upside-down forks are the best there are. >



their 1986 National

Championship bike

when they designed

the 1987 CR500R.



White lightning: Handling. That's the big Katoom's strong point. The new frame for '87 plays an integral part in providing excellent technical track handling. Suspension. That's the KTM 500's weak point.

shock is also an excellent unit which, unfortunately, is set up wrong.

NECESSARY CHANGES: The KTM could use handlebars that don't bend quite so easily. The Bing carburetor worked okay, but its outdated design made it a hassle to work with; a Keihin or Mikuni would be nice.

#### IT'S BIG, GREEN & POWERFUL

#### KAWASAKI KX500

OVERALL RATING: Very good.
 STRENGTHS: For an Open bike the
 KX500 has a very manageable powerband.
 The power rolls on down low and keeps building in a controlled crescendo! The handling is a bit like the powerband—slow and predictable. Both of the brakes work well, though the rear still has a ways to go to stop like a

Honda. A shining feature is the bike's ergonomics. First-rate comfort and control.

WEAKNESSES: The carburetion tends to run on the fat side, and the old-style Mikuni

#### KAWASAKI KX500 SCOREBOARD

MINITEDINI MINOU DOCILEDOIMI	
Horsepower	94
Handling	87
Forks	78
Shock	84
Brakes	88
	00

isn't as efficient as the newer Keihins or square-slide Mikunis. The front forks are better than last year's units, but they're still in need of some fine-tuning. A cartridge kit (\$300) is an easy and effective answer, but it is very expensive. The rear shock is also harsh in low-speed compression.

NECESSARY CHANGES: Kawasaki needs to get rid of the harsh compression qualities of both the front and rear end. The transmission ratios could also be better mated to the powerband. ●



Earthquake machine: Turning the throttle on the mighty KX500 could send shudders through downtown Peking. The more-than-adequate power is coupled with only adequate handling and barely adequate forks.



Kawasaki KX500: Kawasaki had the best Open class bike in 1986 and for 1987 they made it even better. More low-end power, stronger brakes and slimmer ergonomics are the fruits of Kawasaki's labor.

#### HARKEN BACK TO DAYS OF OLD

#### YAMAHA YZ490

• OVERALL RATING: Fair.

STRENGTHS: Ease of maintenance is about the only noteworthy aspect about Yamaha's YZ490. Almost everything else about it resembles the Open class bikes built by Yamaha as far back as 1984. Nonetheless, the YZ is still finishing in the top five in the Nationals. Of all the Open bikes, none was as easy to start as the Yamaha. High-speed stability and the front disc brake are standouts for a bike with so little distinction.



Better than a relic: Yamaha may have left the YZ490 unchanged for 1987, but it's still good enough to avoid the museum. Due to its simple design, the YZ490 is a breeze to work on, and is the easiest-starting Open bike.



Just how harsh? In stock form the YZ490 is set up with harsh suspension. Aftermarket mods will complement the mellow powerband, making the Yamaha an effective (if antiquated) Open class race bike.

WEAKNESSES: It's not that the YZ is full of weaknesses, it's simply that when compared with the other bikes available, it really has no strengths. The Kayaba forks need a lot of work to get rid of the harsh qualities, and the rear BASS (Brake Actuated Suspension System) shock still tends to hop under hard braking. As with all 1987 Yamahas, the stock bars should be replaced immediately.

NECESSARY CHANGES: How about a rear disc brake? A water-cooled motor? Less detonation and better forks? • □

YAMAHA YZ490 SCOREBOARD
Horsepower
Handling
Forks
Shock
Brakes
Detailing 80

# FOR ALL THOSE WHO THINK THAT NO NEWS IS GOOD NEWS,



THE NEXT 16 PAGES
ARE VERY BAD NEWS.

## GLOBAL CONSPIRACY SPARKS NEW GLOVE REVOLUTION.

It began as a concept in one man's scheming mind. Next thing you know, four different countries on three separate continents were helping shape the plot. Finally, some headline-seeking revolutionary spilled the beans, and now AXO Sport's new Series 40 glove is all over the front page.

Was it the Japanese, seen frantically waving pictures of their contour-stitched synthetic palm? Maybe the Italians felt their injection-molded, Pebax™ cooling vents should take the heat. Finland could get fingered for their combination of smooth Lycra® comfort and sturdy foam protection. But most observers believe the Series 40's fate was sealed by America's snug elastic wristband, Velcro® closure, and masterful design. Besides, the Yanks have a history of starting revolutions.

While the dust has yet to settle, world opinion holds there is no equal for AXO Sport's new Series 40 glove. There is, however, wide speculation that the guy who started this revolution is still at large, and no one's got a clue. We're not going to blow his cover, but we can tell you this much.

He's hard at work on the next one. \$41.

Series 40 gloves carry U.S. patent #4,570,269 Sizes: Adult 8, 9, 10, 11. Visa, MasterCard Accepted



Series 40 gloves carry a 1 year warranty against defects in workmanship and materials.

**1-800-222-4296** (Outside CA) • **1-805-257-0474** (Inside CA) **AXO Sport-America, Inc.** 25702 Rye Canyon Road, Suite E, Valencia, CA 91355



WHITE/BLUE

NEW WRINKLES IMPROVE POSITION AT FINNISH LINE.

Imagine squatting down into a catcher's crouch in a pair of motocross pants. Feel the waistline pulling down in back? Do it again in a pair of gym shorts. The waistline stays intact, right? You've just demonstrated why ordinary pants won't stretch, and why AXO Sport's new Series 135 pants will. OK, you can put your pants back on.

The difference? Omni-directional, wide-band elastic hinges that encircle the top of each thigh, joining the top of Series 135 pants with the bottom. They flex vertically and laterally to adjust to your every move, without ever tugging on your waistline. The result? You'll never get caught with your pants down. It's a motocross first.

Another first is our new Hydronyl® 520 fabric, a nylon material that's nearly 30% lighter and stronger than anything we've used before. Combined with tough synthetic knee pads, elastic cuffs and side stripes, double-stitched seams, and injection-molded lettering, it guarantees your pants will last.

Our final first is a revolutionary method of fabric weaving called twill. Twill is a cross-hatching, over-and-under technique that creates a linear pattern in Hydronyl® 520 that not only makes it softer, more flexible, comfortable and durable, it gives it a shimmery shine as well.

If all this newness makes your head spin, then just remember it was AXO Sport who chalked up three consecutive firsts

with their new Series 135 pants. After all, it's impossible to improve on that kind of position.





White/Red

White/ Navy

Fluorescent Green/Royal

Neon/Royal



# PRICELESS PATENTS FOUND IN NEW JERSEY.

Been keeping up with the news lately? Then you know there's some intrigue concerning the owner of a particular patent (No. 4,603,440) on exclusive cuffs and collars found in a new AXO Sport jersey. Naturally, since we discovered them, we assumed they must be ours.

> But just the other day we found them in not one, but several other jerseys! "How can this be?," we asked ourselves. "We must check with the patent office immediately!" So we did.

As expected, we found that AXO Sport jerseys have indeed been assigned U.S. Patent No. 4,603,440 for terry inner/nylon outer cuffs and collars that fit snugly and absorb perspiration like a sponge. But did you know they also contain a high fashion California double-combed poly/cotton fabric?!? Just the right amount of high density foam padding in the shoulders and elbows to neatly shape and safely protect? Dynamic patterns and colors that are sewn right in? High quality permanent transfers that retain their brilliant colors ride after ride and wash after wash? And a rainbow of custom letters. numbers, and logos for a unique,

Well, we knew a U.S. patent on AXO's cuffs and collars was a priceless commodity. And you've just discovered how valuable the other features are as well.

personalized, individual look?

But here's the most revealing news of all.

Now you know exactly where to find them.



Super AXO Plus (non-vented) \$36.95 Super AXO Plus (vented) \$37.95 Super AXO (vented or non-vented) \$27.50 Visa and MasterCard Accepted

NUMBERS \$2.50 each (Limit 3) LETTERS \$1.25 each (Limit 10) LOGOS \$1.25 each (Limit 4)

SUPER AXO PLUS JERSEYS (Sizes S, M, L, XL)



White/Navy

White/Neon

White/Fluor. Green



SUPER AXO TEAM JERSEYS (Sizes XS, S, M, L, XL, XXL)



White/Navy

White/Neon

White/Fluor. Green



Fluor. Blue

Gun Metal Grey

Honda



Suzuki **BRIDGESTONE** 



SHOEL













Products: Bel-Ray, PJ1, Silkolene, Scott, Oakley, 100%, RK Chain, DMC, FMF, Pro Circuit, Dunlop, Bridgestone, IRC, Metzeler, Arai, Shoei, Dirt Digits, Bell

Magazines: Motocross Action, Dirt Bike, Dirt Wheels, 3&4 Wheel Action, Dirt Rider

1-800-222-4296 (Outside CA) • 1-805-257-0474 (Inside CA) AXO Sport-America, Inc. 25702 Rye Canyon Road, Suite E, Valencia, CA 91355 NEW WAY UNVEILED TO KNOCK THEIR SOCKS OFF.

Introducing the most potent secret weapon the off-road world has never seen. The Motocross Sock Foot Protection System from AXO Sport.

Unlike those wafer-thin gym socks you're riding with now, AXO socks strategically vary the density and placement of protective pads within the construction of each sock. High-density pads in the shin, heel, toe, and bottom protect against blisters, impacts, and abrasion, while low-density pads give support in the arch, calf, and ankle. So you get exactly what you need exactly where you need it.

Motocross Socks are made of Turbo Hi-Bulk Orlon® acrylic

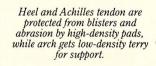
and stretch
nylon for a
comfortable fit
and super long
life. And because
they're a patented AXO
Sport exclusive, they're
available nowhere but

SIZE 10.13

your authorized AXO dealer.

The all-new Motocross Sock Foot Protection System from AXO Sport. We can't guarantee they'll make you win every race. But you'll never get beat by a couple of feet.

AXO Socks feature a wide band at the top to prevent slippage without hurting circulation. High density padding in shin area protects against concussion and abrasion Key abrasion areas like the toe and top of foot are cushioned without bunching or creasing.



Made exclusively for AXO Sport by

IIION LO

U.S. Patent No. 4, 194, 249

Orlon is a Dupont Registered Trade Mark.

Visa and MasterCard Accepted. Colors: Grey/Red, Grey/Blue Sizes: 6–9, 10–13

\$12.95

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section. Unlike some others which tend to fall flat.

Like to cut loose and get a little bit wild? The SC-2's unrestrictive design and lightweight construction give you freedom of movement. It's widely adjustable to suit any rider with four position shoulder pads, extra-wide elastic straps, and two nylon clips for easier fitting. And to make sure the show's not rough around the edges, laminated hi-density foam trim is double-stitched in critical areas.

The all-new SC-2 Chest Protector from AXO Sport. Anything less will make your body sing the blues. 'Cause this is the one that lets the rocks really roll.

increased curvature



To improve on the almighty, unrivaled, top-rated Turbo boot, you'd need technology that was so advanced, so revolutionary, so many light years ahead of its time, that it would totally turn the motocross world upside down and completely redefine the art and science of boot-making forever.

Welcome to forever. Here's the new Turbo Plus.

Every single feature, from the

New wedge-shaped shin guard knifes through debris

New elastic gator with Velcro® closure seals out elements

New calf plate in back cushions direct impacts

Pre-curved molded Velcro closure contours around leg



New Ankle design bends like never before

New kick tab in back for easy boot removal

New plastic "floating buckles" flexes as you move

Colors: Blue, Red, White, Black. Sizes: 6–12 (Black available in size 13) White/Red available exclusively through Yamaha dealers.

## NEWS OF THE YEAR.

dual-injection molding and wedge-shaped shin guard to all-plastic straps and leverlock buckles, has been radically re-engineered from the ground up. Ingenious new

construction makes it bend like never before. Functional new designs maintains unheard of support. Space-age new materials repel impacts and scoff at the elements.

In fact, the new Turbo Plus not only increases protection, comfort, and flexibility in every conceivable way, it dramatically improves the performance of every rider, in every class, of every skill who wears it. But that's just what you'd expect from the industry leader.

What do you get when you take the #1 boot and add a dozen new features? When your whole reputation rides on your boots, you get to stay on your toes.

New injection-molded logos can't rub off

New curved-up toe for easier gliding over terrain

New plastic straps won't stretch, fray, or break

New injection-molded guard for protecting lower buckle

New sure-lock buckling system snaps into place

\$179.00

Visa and MasterCard Accepted.

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**AXO s.n.c.** Via Castellana, 90 Zona Ind. 31036 Ospedaletto Di Istrana (Treviso) Italy Telex 215566 AXO I

## COMPETITION SCOOPED BY AIR BOOT NEWS.

Recently, Motocross Action magazine compared air-cooled boots from several different manufacturers. Know what they discovered? The

ventilation system in the AXO A.I.R. Boot worked

better than any of them.

Know what the other boot makers discovered? Their boots didn't constantly funnel air through a series of injection-molded

channels. Theirs didn't actually lower overall body temperature by cooling a rider's feet and

legs. And theirs didn't have the superior design and advanced technology to warrant a U.S. patent for boot ven-

tilation systems.

After getting wind of all that, the other guys weren't too pumped about AXO's top-grade leather, heavy plastic plating, Velcro® closures, or multidensity, anatomically designed sole.

But soon they realized you can't blow off the find-

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Visa and MasterCard Accepted. Available in Blue and White Sizes 7-12.

ings of some hotshoe editors, much less their hotshoe readers.

So if you're looking for the #1 choice in vented boots, follow the magazine's lead and cool off with the AXO A.I.R.

Boot. They'll tell you it's the hot tip for improving circulation. \$199.



## NEW TWIST HELPS STRAIGHTEN THINGS UP.



The most common complaint riders have about belts is that they're not firm enough in back, or flexible enough on the sides, to give the proper support. So you'll be glad to know that the all-new AXO Superbelt 2 gives you both.

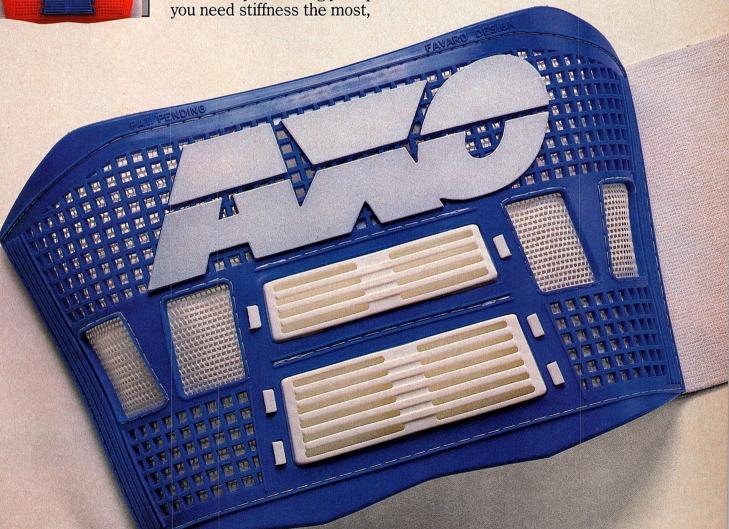
To make sure our Superbelt 2 upholds the strictest standards, we developed a tough plastic shield to fortify your lower back. So tough, in fact, we had to create a second, completely different plastic to soften things up around your waist. It's our way of backing you up where you need stiffness the most

with a more comfortable fit where you need stiffness the least.

To round out our all-new design, we fashioned a nylon mesh cooling vent in the rear, and double-stitched extra wide Velcro® fasteners in front. Both of which square things up rather nicely.

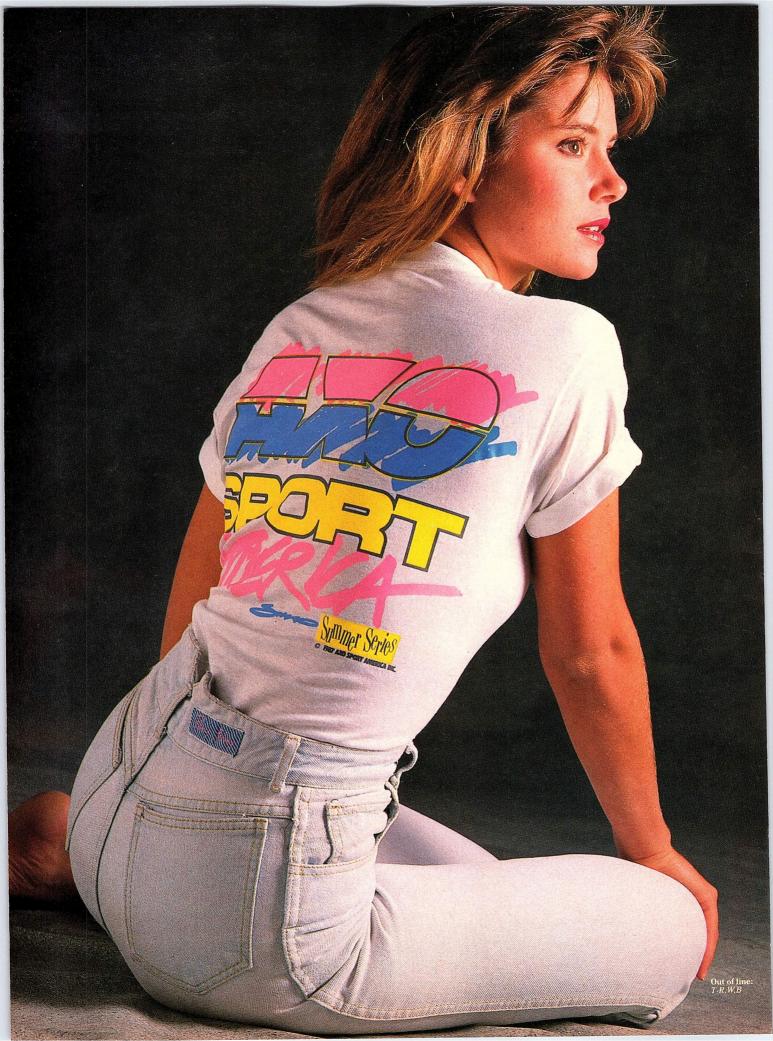
In fact, there's only one small twist you might want to add to the all-new Superbelt 2 from AXO

Sport. That would be a twist of the wrist.



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AXO Superbelt \$35.95 Fits 28" -34" waist. Red/White, Blue/White, White/Blue, Neon, Fluor. Green AXO XL Superbelt \$36.95 Fits 36" -42" waist. Red/White, Blue/White AXO Kids Superbelt \$26.95 Fits 24" -28" waist. Red/White, Blue/White



"Notorious in New York." "Magnificent in Milan." "Pandemonium in Paris."

Are these actual headlines describing the latest line of casual apparel from AXO Sport, a stunning assortment of highquality cotton tees and sweats for off-road trend-setters, in the season's brightest new colors and most unique new designs? Or merely excerpts from the diaries of sophisticated, globe-trotting racers?

To tell the truth, we're solely concerned with our customer's reviews as fashion experts. Because before one stitch of our clothing meets the press, they first have to answer to your exquisite tastes.

Or you can be sure they'll get "Vetoed in Valencia."





HATS **\$14.95** AXO Sport – R, W, B, G, A AXO Cycling – Blk, A



12" x 12" x 20" - \$39.95 14" x 14" x 30" - \$49.95

TEES \$10.95 HOODED SWEATS \$24.95 CREW NECK SWEATS \$18.95 (XXL - \$24.95)

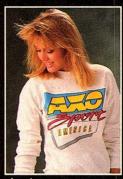
## OFF THE PRESS.



Out of line T-R, W, B



Illegal Motives:  $T \cdot W \bullet C \cdot W \bullet H \cdot W$ 



America:  $T\text{-}W,G,A \bullet C\text{-}W,A \bullet H\text{-}W$ 



Nine One One:  $T-W \bullet C-W$ 



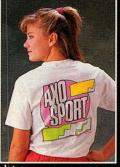


America:  $T-W,G,A \bullet C-A,W,B \bullet H-W$ 



Series 60: T-W.G • H-W • C-W



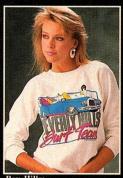


Aztec: T-W,G



Series 26: T-R, W, B,  $G \bullet C$ - $W \bullet H$ -R, W, B







Cycling:  $T \cdot W \cdot G \bullet C \cdot W \bullet H \cdot W$ 





Mtn. Bike: T-W.G • C-W



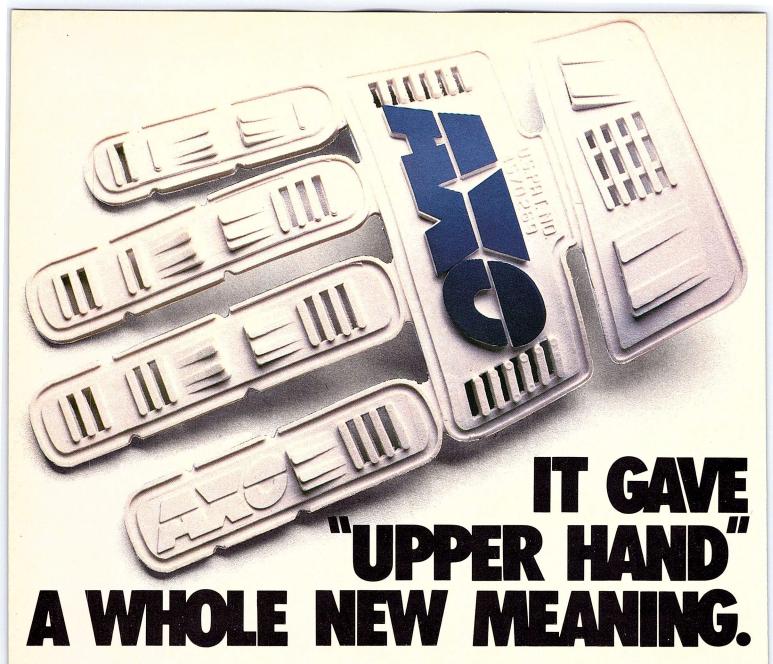
FOR COLOR/STYLE CODING FOLLOW THIS EXAMPLE

Series 26 design available in:

• T(shirt) – R(ed), W(hite), B(lue), G(grey)
• C(rew Neck) – W(hite)
• H(ooded) – R(ed), W(hite), B(lue)

"A" is for A(qua). All lees feature small logo on front and large logo on back. Hooded sweats and crew necks feature large logo on front only front only

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In the highly competitive, fast-paced world of off-road motorcycling, there should be at least one advantage a rider holds onto. Namely, the handlebars. But if you owned a pair of AXO Sport's Series 29 gloves, you'd have control right in the palm of your hands. And get a new grip on your situation.

You could ride for days with nary a blister from

our synthetic palm. Watch rocks and debris bounce off the exclusive molded rubber compound. Feel a cool flow of air from AXO's patented ventilation system. And seal out the grit with our extra wide wristband. All achieved while calmly holding onto the bars.

Is this the type of comfort, protection, and confidence you'd like to have on the next ride and

every ride? Then grab the upper hand with Series 29 gloves from AXO Sport. And lower the boom on the rest of the class.





PANTS MAKE NEWS BEHIND THE SEAMS.

On the surface, it's often hard to tell which motocross pants are worth a closer look, and which ones aren't. But since our materials, features, and construction are currently the talk of the town, we'll gladly bare the facts on Series 95 pants from AXO Sport.

Hydronyl 490®,
AXO's trademarked
fabric developed
exclusively for
motocross, is specially
cut for each individual
pair. Then we slip in a
smooth, silky lining. Precisely measure the elastic
saddle band, side stripes,
and cuffs. Carefully position

our injection-molded lettering and synthetic knee pads. And to ensure that every single claim we make for Series 95's holds up, we double-stitch every last detail.

Before your hard-earned money changes hands forever, make sure the pants you're paying for are true to form. And remember, if you don't get the inside story, maybe that's because there's nothing worth reporting.





Neon Red

White/Blue

Navy Blue

Light Grey

Bright Red

White/Re

Gun Metal Grey



Rose/ Gun Metal Grey FluorescentGreen/ Gun Metal Grey

Fluorescent Blue

Bright Red Honda

Fluorescent Blue

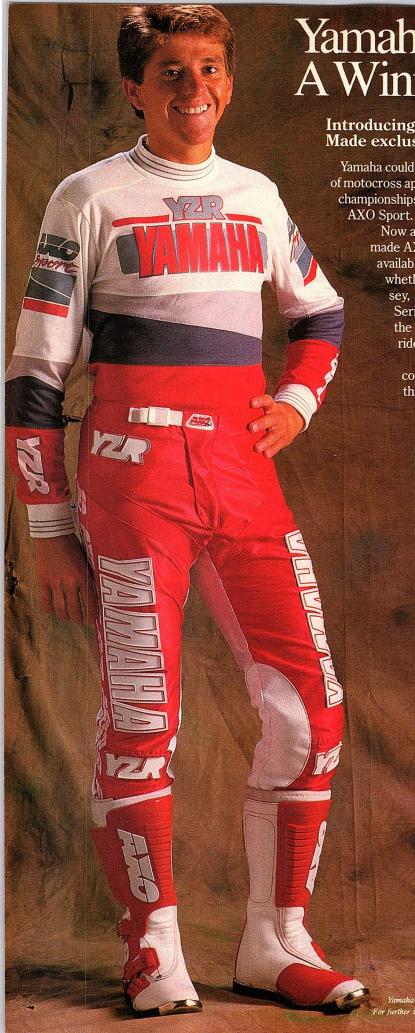
Bright Red

Fluorescent Blue

KIDS Sizes 24-26 \$99.00 ADULT Sizes 28-36 \$115.00-\$119.00

Visa and MasterCard Accepted.

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Yamaha By AXO Sport. A Winning Combination.

Introducing YZR Super Plus Line Apparel. Made exclusively for Yamaha by AXO Sport.

Yamaha could have chosen anyone to make their new YZR Super Plus Line of motocross apparel. But the winner of countless motocross and supercross championships didn't want just anyone. They wanted the finest.

Now all the quality, comfort, and protection that's made AXO Sport the choice of racers worldwide is available in exclusive Yamaha designs. So whether you choose Yamaha's Super Plus Jersey, Series 135 pants, Turbo Plus boots, or Series 40 gloves, you'll know you're getting the same high performance as Yamaha factory riders Jeff Leisk and Keith Bowen.

> YZR Super Plus Line apparel by AXO Sport. When it comes to creating a winning combination, nothing works better than a winning team effort.

> > YZR Super Plus Line apparel is available only through your authorized Yamaha dealer.



Jeff Leisk, Yamaha/AXO SPORT Factory rider.

## We make the difference:

©1987 Yamaha Motor Corp.

Super Plus Jersey – Patented\* terry inner/nylon outer cuffs and collars for a snug fit and no sweat. 50/50 poly/cotton high fashion fabric. Colorful sewn-in graphics. Padded shoulders and elbows. High quality permanent transfers that won't crack, peel, or fade. \*U.S. Patent No. 4,603,440 Sizes: S. M. L. XL \$36.95

Series 135 Pants - Made in Finland of lightweight Hydronyl® 520 ny-

Series 135 Pants – Made in Finland of lightweight Hydronyl® 520 nylon woven in a twill pattern for superior comfort and durability. Exclusive omni-directional elastic hinge in thigh for unrestricted movement. Injection-molded lettering.

Sizes: 28.36 \$134.95

Series 40 Gloves – Patented\* ventilation system for continuous flow of cooling air. Molded lycra/foam construction for comfort and protection. Contoured synthetic palm. Elastic wrist band and velcro strap for a snug fit and complete seal. \*U.S. Patent No. 4,570,269

Sizes: Adult 8, 9, 10, 11 \$42.95

Turbo Plus Boots – Newest version of the #1 rated boot in America. Features all-new design for unequaled flexibility, comfort and protection. Two-color injection-molded shin and calf guards, sure-lock buckle system, all plastic straps, Velcro® closure gator, cross-over lower strap for increased support. increased suppo Sizes: 7-12 -\$1**79.95** 

tha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course please call 1-800-447-4700. Do not drink and drive.



Brad Lackey: Bad Brad won five of eight Nationals in 1972 to take the 500 title he had lost by one point the year before. After a decade of dedication, his dream of a 500cc World Championship came true in 1982. Victory quickly turned bittersweet, though, as Brad couldn't find a factory to sponsor his title defense. He retreated to the house he built outside Pinole, California.

until "Bimbo" made history by winning the 1972 Spanish 250 GP. Jim lives in Washington and drives his bright-red "1st American" MX school van to tracks across the Northwest.

#### A blast from the past

#### By Greg Barbacovi

☐ You know how every so often you suddenly look around and notice that someone you've really admired doesn't hang out much with the gang anymore? Well, the staff of MXA has made quite a few friends over the past few years, so, from time to time, we invest a small fortune in checking up on those who seem to be missing. It was no surprise to find that nearly half of the motocross heroes listed are still affiliated with the sport. The rest are . . . well, see for yourself. If your name is missing, relax. It simply means you're not yet eligible to race with the Veterans class.





Jim Weinert: The Jammer was hot in the '70s with back-to-back 500 National titles and the 1976 Supercross crown. Since then, Jim flirted with a bicycle shop and then returned to Middleton, New York, to take over the family business. He reportedly runs the only junkyard that collects antique Kawasaki suspension units.



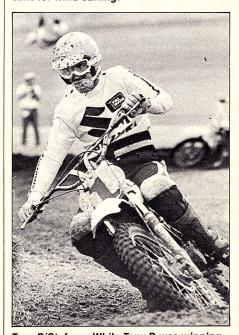
John DeSoto: "The Flyin' Hawaiian" was a true hero. Montesa, Kawasaki, Suzuki, Ossa and CZ all trusted him with their factory monsters, and John never failed to push the bike to its limit. John retired after the 1975 Superbowl and returned to Hawaii, where he recently was elected to the Hono-Iulu City Council.

Jim Gibson: With consistent finishes but no victories, Diamond Jim is best remembered as a member of the victorious 1982 MX and Trophee des Nations team. He left home for a year on the Grand Prix circuit but returned to California to become a land surveyor in Canyon Lake, California, where he works with his father. >



Rich Thorwaldsen: The Wedge was one of California's fastest desert racers before Suzuki got him to try motocross. Rich was the top American points-getter during the 1974 Trans-Am series. Now living in Garnerville, Nevada, Rich stays close to the sport by operating his own Honda shop.

the 500cc Champ of the 1976 Supercross series, "Short Stack" returned to Texas to enjoy the good life after factory Maico, Suzuki and Kawasaki rides. He began competing in hang-gliding events across the country, but lately has stuck close to Lake Travis, Texas, where he designs and makes sails for wind surfing.



Tony DiStefano: While Tony D was winning three consecutive 250 National Championships, he also posted five consecutive topten positions in the 500 Class. Tony D now operates riding schools throughout the Northeast, yet found time to race with the Vet's class during this past summer's New Jersey State Championships.

Mitch Payton, Pro Circuit

"For me racing is too expensive to take *any* chances. My insurance policy against engine problems is Maxima."



Dave Miller, DMC (Dave Miller Concepts)
"We've won 18 national and world championships with Maxima. That means everything
has to be perfect, including Maxima's oil."

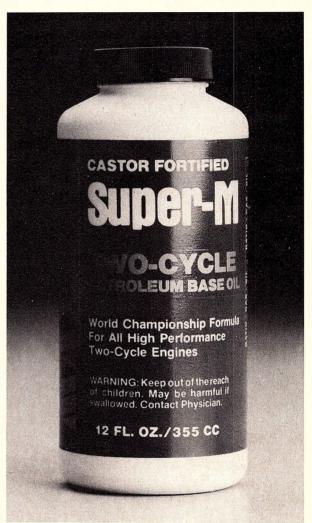


Rudy & Dean Dickenson, R&D Racing "Winning races is everything for us. We've been offered oil sponsorships. But 55 gallons of *free* oil that causes just one failure doesn't equal one pint of Maxima."



Harry Klemm, Klemm Research
"There's a w-i-d-e gap between good oil and
Maxima. If you ask which oil's the best, it's
Maxima. It's no-compromise racing oil for my
no-compromise racing engines."

# WHAT HAVE THESE FOUR HIGH PERFORMANCE ENGINE BUILDERS IN COMMON?



## If you're not using Maxima, you're getting second best.

Send \$8.00 for Pro hat and decals. Continental USA only: 1444 Pioneer #7, El Cajon, CA 92020 (619) 442-9723

No payment or monetary compensation whatsoever has been offered or paid to the individuals and companies quoted herein for their expert statements by Maxima Racing Lubricants.







Billy Grossi: In 1974, Sugar Bear was at his peak when he won two Nationals, finishing in the top five for the year in both the 250 and 500 Classes. Last summer he returned to the limelight when he won the Magoo Chandler Benefit race. Santa Cruz, California, is still his home, where he enjoys the beach and works as a tile layer.



Pierre Karsmakers: The Flying Dutchman gave American riders a live target to shoot for when he moved here in the early '70s. Nobody could catch him. He won 13 National events between '73 and '76, but more importantly, showed the American riders how quick we had to become. Pierre lives in Holland and owns a motorcycle importing business.

Mark Blackwell: Mark earned America's first 500 National Championship in 1971 when he nipped Brad Lackey by one point. Mark went on to teach at the Husqvarna and Suzuki motocross schools, was Suzuki team manager, vice president of Husqvarna and now wears a coat and tie as Suzuki's national advertising manager.



Chuck Sun: Despite a near sweep of the 1980 500 National season, people seem to remember the Sun/Glover battle at the 1981 500 USGP at Carlsbad (Chuck won). Now living in San Clemente, California, Chuck is a successful stockbroker in Mission Viejo, California.







Marty Tripes: Marty stole the show as a 16-year-old kid at the 1973 and '74 Superbowl races. His bosses at Honda had to wait four years, though, before he won another Supercross. Back-to-back wins in the 1978 series pushed him to a number-two ranking. Now Marty wears the promoter's hat and runs a series of off-road events in Southern California.

■ Marty Smith: His California look got him the nickname "Teen Idol," but he didn't let female distractions stop him from netting two 125 National titles and one 500 National title. A highly respected racing coach, Marty put together some of his secrets on a popular instructional video. He still jumps on a Kawasaki for an occasional desert or MX race if it's near his San Diego, California, home.

# Torque Center's Got It.

O'NEAL ANSWER

ANO SPORT

The \$99.95 Special ANSWER, O'NEAL & FOX PANTS, JERSEYS AND GLOVES

JT, AXO, ANSWER & SINISALO packages from \$109.

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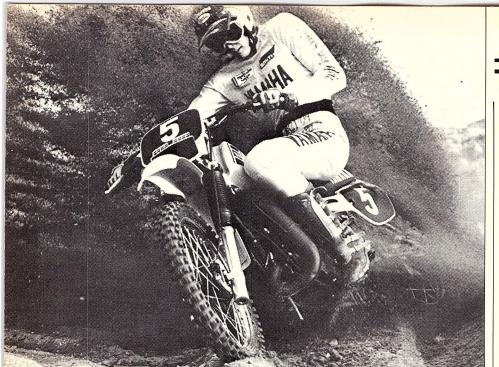
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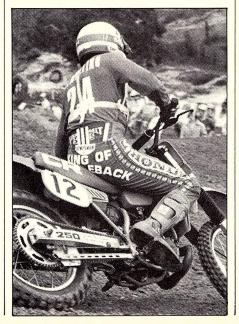
Mike Bell: Mike was well known for two reasons: incredible speed on a Supercross track, and having a pair of legs that could stretch across two time zones. The 1980 Supercross Champ won the Superbowl twice before hanging it up to save his tender knees. You can still find him at the track representing Oakley goggles, and then mountain biking it back to his home in Mission Viejo, California.

Jimmy Ellis: The year 1975 was the year "Captain Cobalt" won all four rounds of the 250 Supercross series, including the Superbowl, on a Can-Am. He moved to Australia after his American career turned sour and landed a factory ride for KTM. the bad news is that a knee injury forced him to retire earlier this year. ▶

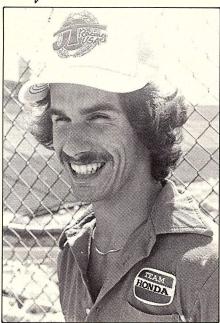


Danny LaPorte: One of the first Americans to seriously go for the 250cc World Championship, "Dazzling Dan" won the title for Yamaha. Danny was also 1979 500 National Champion. He'd like to return to Europe in 1988 and compete in Paris to Dakar, but for now, he is staying close to his Yucca Valley, California, home while representing JT and Alpinestar.





**HEROES** 



Donnie Hansen: While practicing in Europe for the 1982 Trophee and MX des Nations, Donnie suffered an injury that hampered his racing career. Donnie lives in San Antonio, Texas, and trains future factory stars through his motocross riding academy. He recently opened Holeshot USA, which makes and sells sportswear.



Steve Wise: Steve made a big splash among his peers when he became the first privateer to win a 125 National in 1976. These days, the former Honda motocross, dirttrack and roadracer works with a group of Christian motocross racers called "Riders Under The Son." They're based in McAllen, Texas.

■ Jim Tarantino: The King of Saddleback was ranked in the top ten for two years but moved to South Africa to race in 1984. Good move, as he became the South African National Champ one year later. Jim returned to America in time to win the 1986 Golden State series, but then retired to Pasadena, California. Jim is an electrician.



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#### HEROES







Todd Breker: "Goat" Breker was the 1979 500cc Rookie of the Year and parlayed that into a seven-year relationship with the Kawasaki factory. A Golden State Championship and Colorado National wins in '80 and '83 didn't hurt, either. Building custom homes has proven to be lucrative for Breker, who also serves as a volunteer fireman in Riverside, California.



▲ Kent Howerton: The Rhinestone Cowboy was ranked in the top ten for a decade before retiring in 1984. He came back for one more race in 1985, winning his second ABC-TV Superbikers. Kent took the bucks back to San Antonio, Texas, where he still occasionally races and owns a chunk of an oil company.

■ Mark Barnett: This three-time 125 Champ came within 18 points of adding two additional Supercross titles to the one he earned in 1980. Between 1979 and 1983 he won over half of the outdoor and stadium events he entered. Still collecting nice paychecks from his huge Suzuki contract, Mark has joined forces with Tuf Racing to run motocross schools throughout his home state of Illinois.

Gary Denton: The Chino Charger was a successful competitor on the 125 National circuit. Gary came to fame by dominating SoCal night racing, and then moved up to be awarded top 125 privateer honors during the 1982 National season. Gary is a member of Suzuki's factory Quadracer team. He made the change look easy and has won more off-road ATV races than anyone. ▶





Warren Reid: Warren didn't win very often, yet he was ranked in the National top ten for eight straight years. His custom woodwork can be found inside many of the box vans that factories transport bikes in. Warren also helps Larry Huffman host the weekly radio talk show "Motorcycle World."



Rick Burgett: Lumberjack enjoyed a short but sweet career by catching the 1978 500 Nationals and chopping down six hot wins out of ten races. Rick aced the Vet's class at the Mammoth race a few months back. No surprise, since he lives there year-round while working for the local ski resort.



#### RACE TEST

☐ CZ disappeared from American shores in 1976. Silence, bureaucratic stonewalling and Czechoslovakian confusion are all that have come out of the Strakonice, Czechoslovakia, factory. For most of the modern generation of American racers, the Ceske-Zavodny Motocvklove (CZ) is an unknown entity. In the last 11 years, only a few CZs have made appearances at vintage races. No one has raced one in National competition for over ten years. Gone and forgotten. Suddenly word came that CZ was back! Could it be

CZ is back! It isn't something that will have Honda and Kawasaki shaking in their boots in Japan, but for the old guys (the Veterans, Old Timers and gray-haired) among the motocross community, the news brings a twinkle to the eye.





WHAT HAPPENED TO THEM?

Why did CZ disappear 11 years ago? Rumors abound. The Commissar in charge of exporting didn't think it was right for Czechoslovakians to be walking while their motorcycle factory built bikes for capitalistic American teenagers; better that they build transportation machines for domestic use. Cold War feelings were weakening in the middle '70s, but they still existed. It wasn't unusual for CZ shops to suffer a mysterious fire or sudden explosion in the heartland of America. A sort of Buy American or else policy. By 1976 the agricultural-looking CZs were falling behind the times. Sales had dropped off. The big profits of the early '70s had disappeared. Whatever the real story was, the fact remained that CZ evaporated in one quick season.

#### ON THE GP SCENE

But CZ never pulled out of the motocross racing business (only out of America). Czech riders continued to race the Grands Prix. The fabled Jaroslav Falta won the Spanish Grand Prix five years after Americans saw the last Czech motocross bike. Czechoslovakian engineers built a water-cooled 125 works bike that Jiri Churavy raced at the 125cc USGP. Single-shock bikes were debuted in 1982 in the 250 GPs. But the great days of CZ domination were over.

CZ once dominated motocross. It made the two-stroke popular. It was CZ's idea to produce and race lightweight two-stroke Open bikes to gun down the heavy, but allpowerful, BSA four-strokes. Great GP riders, such as Paul Friedrichs, Dave Bickers, Joel Robert, Rolf Tibblin, Guennady Moisseev,

Czechoslovakian MX is back, with apologies to H.G. Wells

and even Roger DeCoster rode Czech iron. Americans Brad Lackey, Tony DiStefano, Steve Stackable, Wyman Priddy, Rick Burgett, John DeSoto and Marty Tripes spent their early days on CZs. Americans used to call them Seize-Easy instead of CZ, but if the bikes had one claim to fame, it was stone reliability. They were solid, sturdy and stodgy-not what you'd look for in a girlfriend, but great for an early '70s MXer.

#### ENTER THE TYPE 513/514

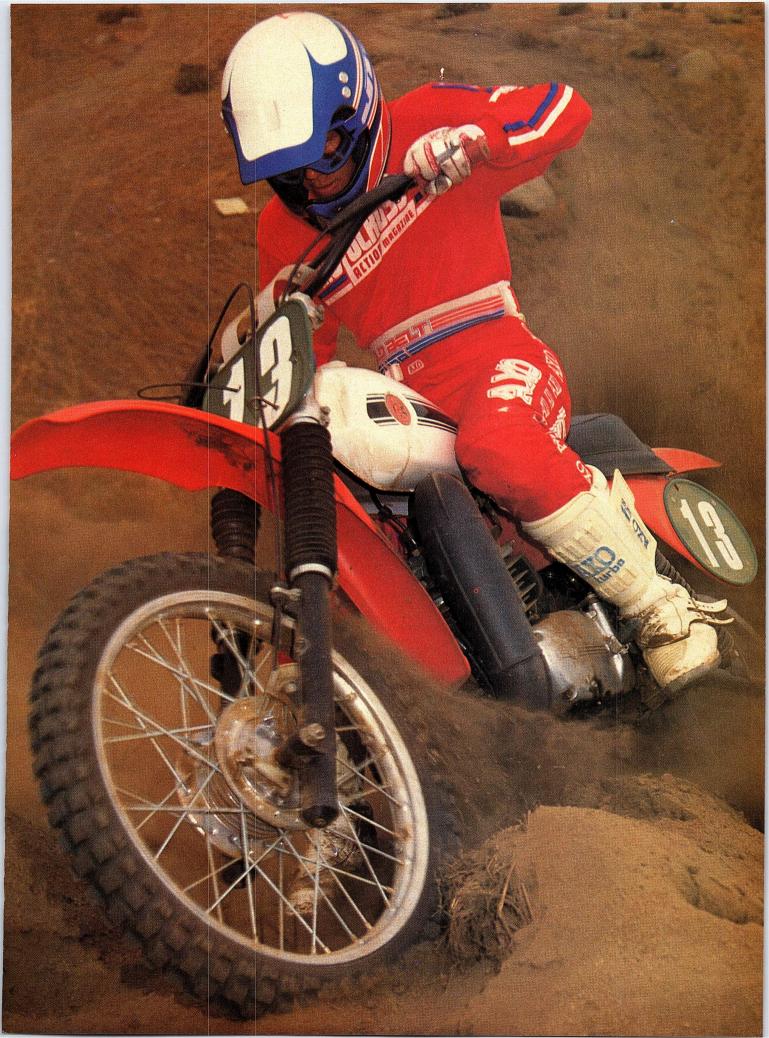
What is the 1988 CZ like? To tell the absolute truth, it is exactly what the 1977 CZ should have been like (only ten years later). Had CZ tried to fight back in 1977, instead of pulling out of the USA, they might have been forced to produce the Type 513 (250cc) and Type 514 (400cc) ten years earlier.

With a retail price of \$1795, CZs are available (on a limited basis) for \$1000 less than their Japanese competitors. For that saved one grand you don't get cartridge forks, disc brakes, fifth or sixth gear, single-shock suspension, a plastic gas tank, water-cooling, power valves, reed valves or CDI ignitions. Remember, that isn't what you get, it's what you don't get!

What do you get? A basic, bare-bones, no-frills motorcycle. How would we describe it? Solid, sturdy and stodgy. What are your chances of winning races on it? About the same as a Skoda sedan on the Monaco Grand Prix grid.

#### **HOW FAST IS IT?**

Don't ask! CZ 250s weren't balls of fire after 1974, and this is the same basic CZ





#### 1988 CZ SPECIFICATIONS

#### ENGINE

CHASSIS

#### TYPE 513 (250)

Ignition ..... Bosch alternator ..... Bosch magneto

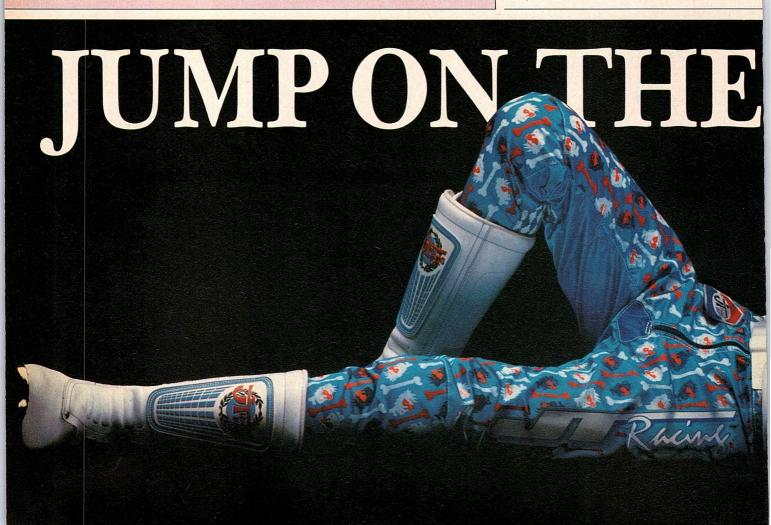
TiresBarum Sandy-MuddyBarum Sandy-MuddyGas tankSteel, 2.2 gals.Steel, 2.2 gals.

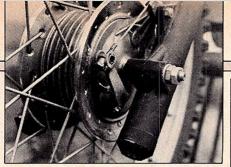
#### TYPE 514 (400)



In action: Riding an '88 Chay-Zed is like nothing else in the world. It is a learning experience. Two hours on a CZ is better than three weeks at a motocross school. It makes you ride right.

engine that was used 15 years ago. The complete lower end (cases, clutch, tranny design and crank) is old parts. The cylinder (again the same casting) has been ported differently. A four-speed transmission is used on both the 250 (Type 513) and 400 (Type 514). A four-speed 250? The clutch is the old-style dry clutch. Yes, we know you've never heard of a dry motocross clutch, but take our word for it, the CZ clutch does not run in oil.





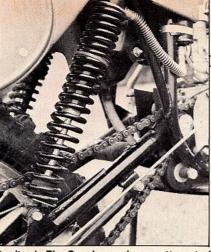
Tractor technology: CZ surprised the motocross community with a new front hub. There is no truth to the rumor that it came off of Khrushchev's Skoda sedan. The brakes work as well as the hub looks.

Three spring-loaded bronze friction plates are separated by steel plates. It works (the pull is heavy).

Carburetion is by a 36mm Jikov (equipped with a tickler). Yes, we know you don't know what a tickler is. A tickler is a plunger mechanism which floods the float bowl. Since the Jikov doesn't have a choke, the tickler is used for cold starting. Intake is straight piston port (no reeds, valves or case induction).

Ignition and spark are slightly antiquated. The Type 513/514 uses contact-point ignition. The Type 513 is an alternator unit, whereas the more modern Type 514 has a magneto. Yes, we know you don't know what contact points are, but take our word for it, every internal-combustion engine used to have them (and CZ still does).

As far as speed, the 1988 CZ isn't going to set any records, get any holeshots or make



Don't ask: The Czecho engineers attempted to steal the latest in suspension tech. Unfortunately, they stole a 1976 Suzuki RM370. A used one. The Pal shocks and wood-cast leading-axle forks offer 11 inches of travel.

a quick pass coming out of a turn; however, the bike is fun to ride. But only fun to ride if you know *how* to ride it.

#### THE TESTERS' COMMENTS

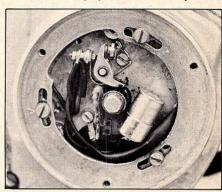
"What is it? You're kidding! I'm not riding this! Hey, check out the shift-lever throw. It's about eight inches between shifts."

"It might be slow, but it goes faster than the forks can handle. They sag just from the weight of the bike. We had to put air in the forks to get them to come up the last three inches."

"I like it. I think my '74 South Bay CZ was better, but it had a lot of work done to it. I'd



No tricks: This is the motor that made the stars of yesterday. No power valves, reed valves or fancy ports. A piston-port Jikov carb feeds a roughly cast aluminum cylinder.



Spark and sputter: Points and a condenser?
The age-old ritual of setting the gap, filing
the points and carrying a matchbook cover
with you aren't things of the past with the
Type 513/514.

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Ron Lechien is shakin' his Bad Bones at the races in killer new JT pants. Nothing like 'em has ever hit the motocross pants scene before! Ron told us to lighten up and chuck the YUPPIE look. "I don't wanna look like no goon!"

So we caught the clue. **DEMBONES** are true JT originals. And they look fast, hot, and in tune! They feature all the same good stuff that has made JT pants numero uno. Plus the new dymond-back spandex calf will superstretch over custom made knee braces. And best of all JT's new down-the-limb logos means you can wear these on any bike.

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#### 1988 CZ

be willing to race it at a local race. I don't think I could win, but if I did, everybody in my class should quit."

"It's too tall. I can't believe people used to race on engines like this. Each shift takes a concentrated effort. I have to lift my foot off the peg to shift up."

#### IS ANYONE GOING TO BUY THEM?

CZ is going to sell an amazing number of the 1988 Type 513/514s. Why? Because Americans have a fascination with CZ (the only other old bike to generate so much respect is Hodaka). There will be more than enough older, retired racers who merely want a bike to go trailriding on. High tech isn't important to these riders. Having fun is. Even for our wild-riding teenage testers, the CZ was a blast. It was like riding a piece of history, except that it was brand new (and thus, didn't have to be babied).

This isn't a race bike, and if it sees any motocross action (apart from the annual vintage CZ World Championship), it would be surprising. But if you want to buy a bike with history, character, personality and nostalgia attached to the price tag, the Type 513/514 is for you.

For more information on ordering a 1988 Ceske-Zavodny, contact Bertus CZ, 701-707 Glendora Ave., La Puente, CA 91744; (818) 917-6171.

#### CESKE-ZAVODNY TIME CAPSULE

#### AMERICANS ON CZECH IRON

• American teenagers used to love CZs. If you had the money and the desire in the early 1970s, you rode European motorcycles. Yes, there were Japanese bikes available, but European bikes were better. A good rider had three choices: Husqvarna, Maico or CZ. Yes, we did leave out Bultaco, Ossa and a host of others, but most serious riders opted for the Swedish, German or Czech machinery. Maicos broke, Husqvarnas wouldn't turn and that left CZ as Mr. Reliable.

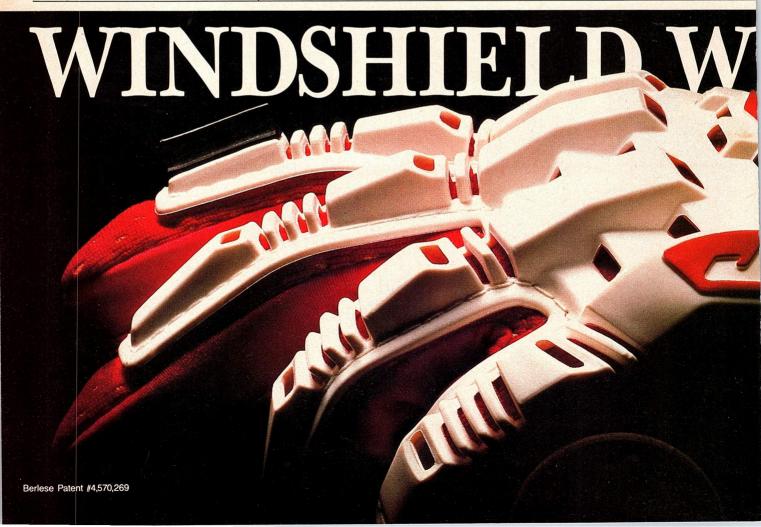
CZ! Who rode 'em? Who loved 'em? What was it like in the heyday of Czecho iron?





Homemade: Tony DiStefano hand-built his own National-winning CZ. The Czech factory gave him a works bike. After trying it, he gave it back.

◄ Partly: Mike Runyard (left) and Brad Lackey (right) were both CZ riders. When Lackey was 17, the Czechs gave him a cabin behind the factory to live and train in.





Big John: Hawaii's John DeSoto was the idol of thousands of American teenagers. John had one style of riding—flat-out and hauling. John made his CZ do what he wanted, whether it wanted to or not.





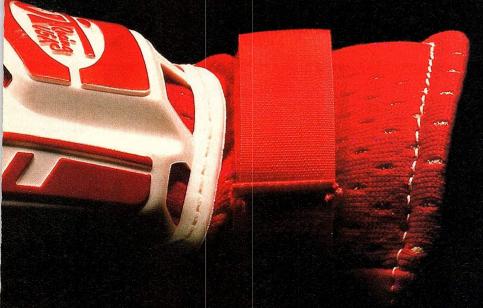
Ampmobile: Steve Stackable rose to National prominence in the early '70s by riding the famous Amp CZs. Kent Howerton even tried to ride an ampmobile for two races.

■ Railing it: Gary Jones added two CZ World Championships to his four 250 National Championships. Gary rode a special 125 to win the 250 CZ title.



Big Sandy: Rick Burgett earned his factory Yamaha ride by hammering the Trans-AMA Support class on a Chay-Zed. The Oregon racer was the best mud rider in America.

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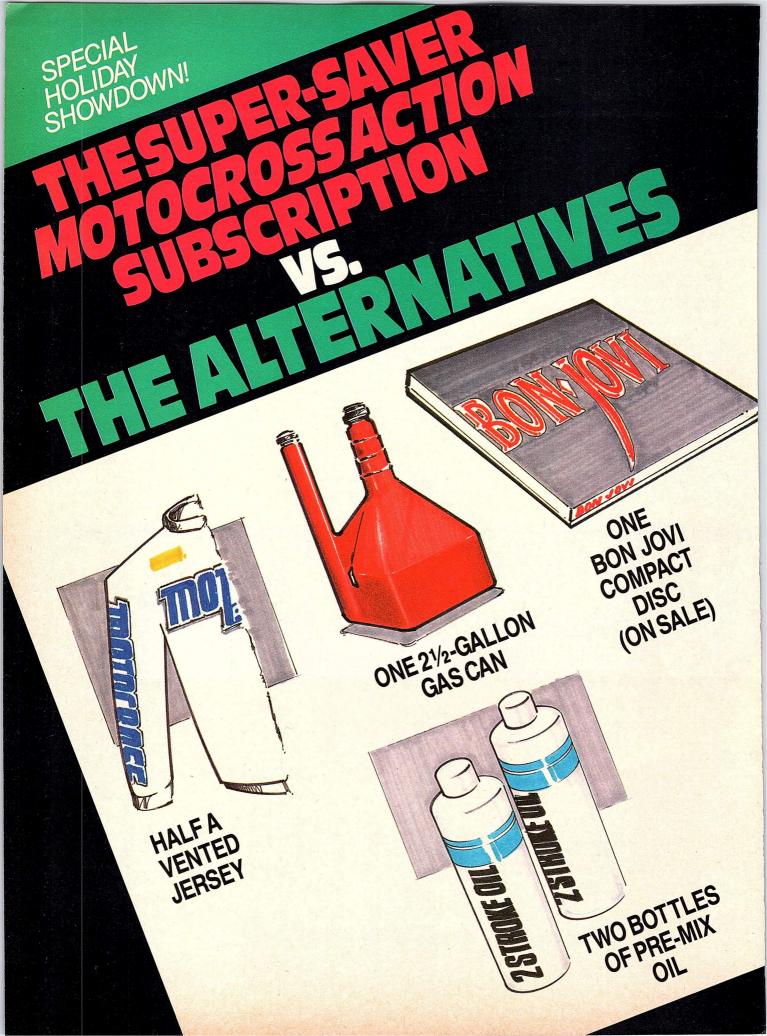
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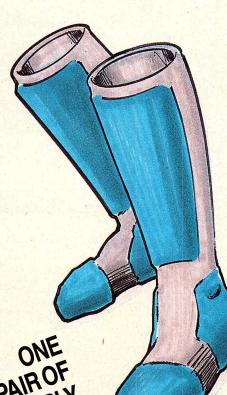
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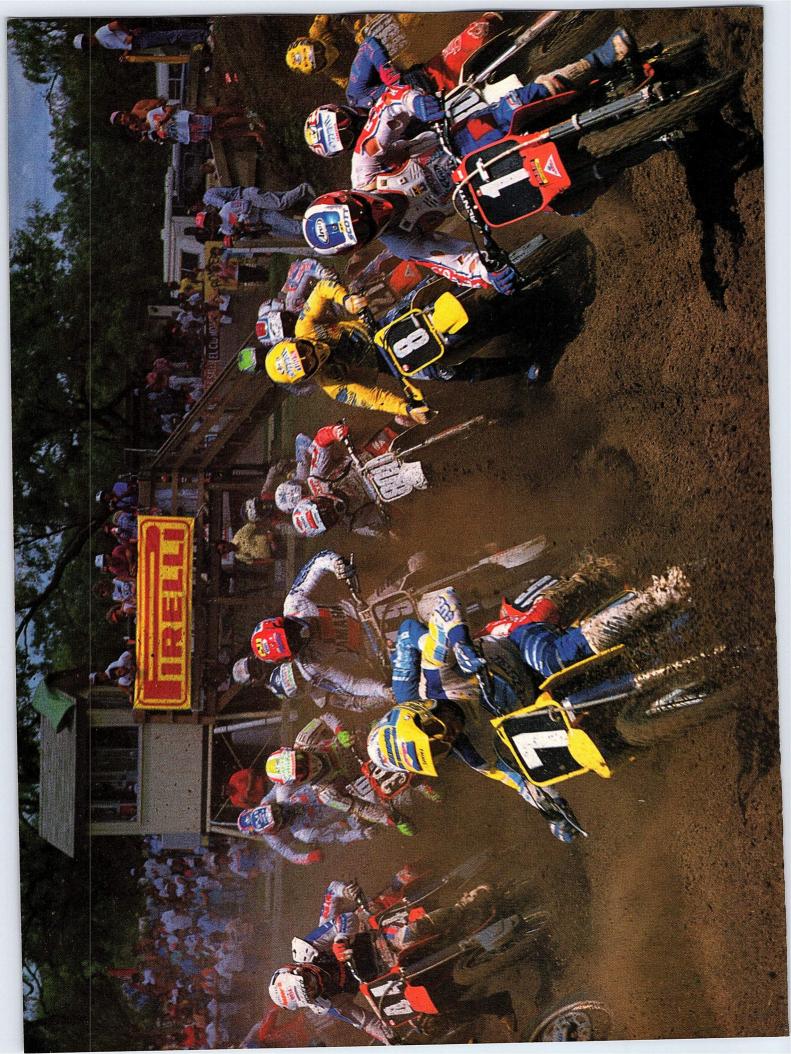
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Rick & Jeff already have a championship apiece on to the 500s



by the track crew produced a super race rack. George Holland (7) enjoys the first After weeks of rain, the San Antonio National track was under water. Hard work Color photo: Wranglers and cowpokes. urn by himself.

he better not have been counting on the 1987 500 Nationals. Ron DNF'd one moto in San Antonio, and a week later crashed that the 500 class would save his season ■ In a hole: If Ron Lechien was hoping and dislocated his shoulder.



of the year ended in a draw with each star winning a moto. National Championship for a second time, he will On ice: Micky Dymond (1) is rapidly putting himself out of the 125 Class. If Micky wins the 125 be banned from the tiddlers for life. Mick has

RESULTS: 125/500 NATIONAL San Antonio, Texas 500 CLASS

1-2 3-5 5-4 4-9 4-9 12-6 13-7 Danny Storbeck (Hon Rick Johnson (Hon) Mike Fisher (Kaw) Jeff Stanton (Yam 6. Billy Frank (Yam) 2. Jeff Ward (Kaw)

enough of a points lead to DNF three motos.

Clay Hoenshell (Kaw Tommy Watts (Kaw Ron Lechien (Kaw) Jim Holley (Yam)

125 CLASS George Holland (Suz) Micky Dymond (Hon) Guy Cooper (Hon) Jeff Leisk (Yam)

Larry Brooks (Hon) Eddie Warren (Kaw) Donny Schmit (Suz) 8. Erik Kehoe (Suz)

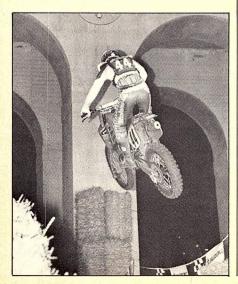
3-2 3-2 3-2 3-2 3-2 4-8 6-7 15-4 12-6 Tyson Vohland (Kaw) Rick Ryan (Hon)

#### COORS SUPERBOWL OF MOTOCROSS

# A5,000 FROZIGIA FROZI



Repeater: With a hastily designed starting line, the first turn was the scene of a lot of "Laugh-In" tip overs. Jeff Stanton (56) falls over while Shaun Kalos (901) decides whether to run over him or not. Kalos and Stanton both came back to qualify.



Out of Africa: Gary Butcher (404) made the Main Event and became the first South African ever to qualify for an American Supercross. Vince Warren (155) was so unknown that when he made the Main Event, the team managers didn't know where he came from.

◄ Freddy Fender: This is the view that the best riders in America got of Ohio's Fred Andrews. Fred holeshot the Superbowl and led for one lap, ran second for 15 laps and finished an amazing fifth. It's the fastest Fred ever went. □ Roger DeCoster won the 1987 Superbowl of Motocross! And although the five-time 500cc World Champion wasn't actually allowed to kiss the trophy girl or cash the check (since he hadn't ridden a bike in the L.A. Coliseum), the victory was his, nonetheless.

"This track is one line," said Roger after the heat races. "It has no place to pass on it. Have you seen the track designer?"

Just then, Gary Cox, the Superbowl track engineer, walked by the end-zone tunnel where Roger stood. "I've been looking for you," said Roger. "You need to do something about this whoop section. It is no good. The riders can only follow each other." As DeCoster, Team Honda's head racing consultant, and the young track designer walked over toward the whoops, the seeds of victory were starting to sprout. Within two minutes, DeCoster had marshalled a small army of track workers with picks and shovels to start chiseling out more grooves and lines through the whoops.

But during the Semis, Last Chance Consolation and 125 Support races, nobody used the alternate line the shovels had dug. Like ants on parade, the riders stuck to following each other down the right side.

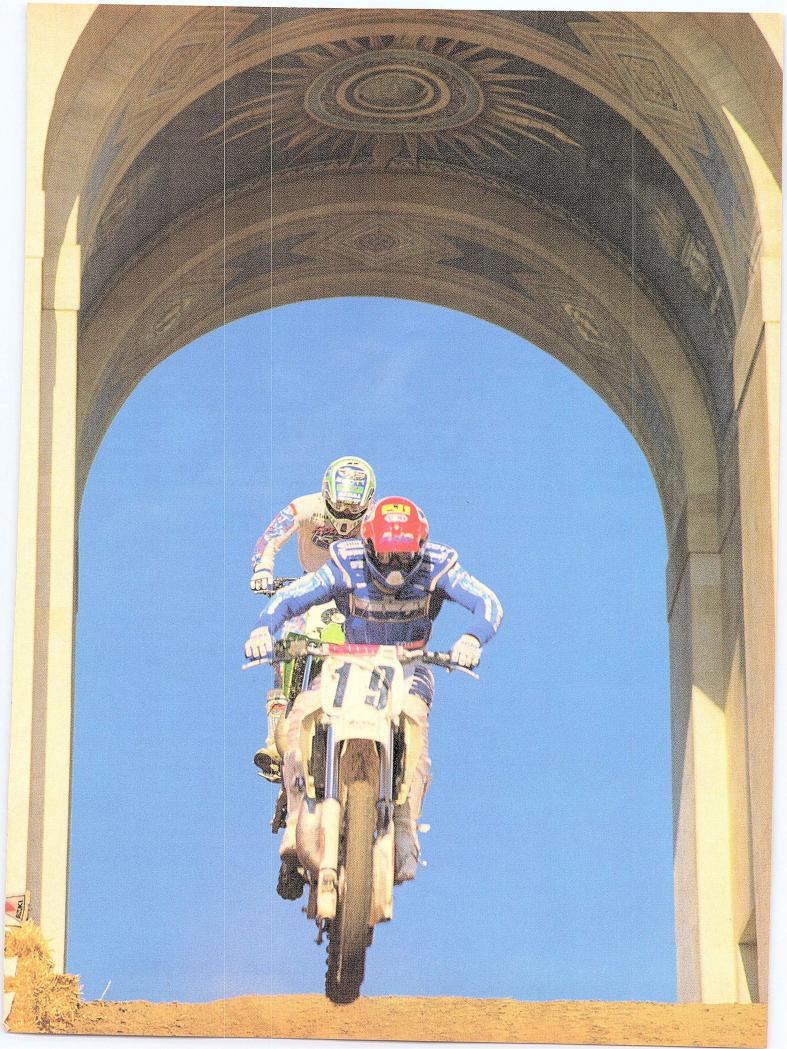
#### ONE RIDER DID!

One rider used the new groove in the Main Event, and he used it one time. Ricky Johnson found the new slot on lap 18 and ricocheted into the lead and on to one of the most inspiring victories in Supercross history. Ricky Johnson did the riding. Roger DeCoster did the thinking.

Early heat: Jeff Leisk and Ron Lechien sail out of the Los Angeles Coliseum peristyle during a twilight heat race. With the Sacramento Supercross canceled, the Superbowl was the season finale. ▶

#### RESULTS: COORS SUPERBOWL OF MOTOCROSS

1. Rick Johnson Hon
2. Guy Cooper Hon
3. Jeff Ward Kaw
4. Jeff Leisk Yam
5. Fred Andrews Hon
6. Micky Dymond Hon
7. Keith Bowen Yam
8. Erik Kehoe Suz
9. Jeff Stanton Yam
10. George Holland Suz
11. Ron Lechien
12. Eddie Warren Kaw
13. Doug Dubach Yam
14. Brian Manley Yam
15. Tyson Vohland Kaw
16. Shaun Kalos Yam
17. Rick Ryan
18. Gary Butcher Hon
19. Jim Holley
20. Vince Warren Hon





**▲ Little buddy.** Jeff Hicks is the veteran of the privateers. and his buddy, Bob Hannah, is the veteran of the factory stars. Jeff let most of it hang out in his heat. Semi and Last Chance, but had to save some of it for going home early.



My brother: Tyson Vohland came out of the mini ranks as a future star. Injuries have hurt him this year, and now people are talking about his little brother Tallon being the future star. Tyson stopped the sibling rivalry talk by making the Main Eyent.

#### IN PURSUIT

#### RICK JOHNSON'S REVENGE

• MXA: Rick, what happened on the start?
Rick: The first turn was very tight, and
everybody was bunched up. I think Jeff
Leisk is the one who did the damage by
overshooting the turn. I had to swing out,
and then two green bikes pushed me up
against the hay bales. I can't imagine who
the riders were.

MXA: What were you thinking?

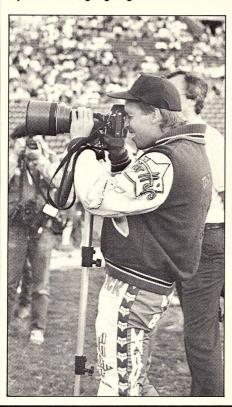
**Rick:** I wanted to get going, but not take too many chances. The 500 Championship is the most important thing now. I tried to pass the riders in bunches, and I found two good spots to pass. There was a small jump leading into the slot-car section where everyone got air. I stayed low and got hooked up quicker. At the gorge jump, the one with the little jump in front of it, I could get two guys at a time by using the little jump to jump into the gorge, and then doubling out.

MXA: It was a great ride.

**Rick:** Thanks. Jeff Ward may get my number one Supercross plate for next year, but tonight I think I'm number one. ●

Eye of the storm: Not since Bob Hannah has a rider come from dead last and won a Supercross. In fact, Bob Hannah never won the Superbowl. Rick slashed his way to the front. ▶

Sawed off: Ricky Johnson went out on a limb before the race and said that Micky Dymond (5) would win the Superbowl. Dymond never got going. Johnson did. ▶



#### PETTY POLITICS

#### DEATH OF A DOWNHILL START



To be or not to be? The question of the downhill start was answered in a petty war of words. The originally planned start would have been under the Coca-Cola sign. It would have been great.

 "There would have been some danger in it, but a downhill start would have been fairer. We should have done it," said Team Yamaha Coordinator Keith McCarty.

"After seeing the downhill firsthand, it wouldn't have been a problem," said Micky Dymond.

"Compared with what we have now, the

downhill start would have been 100 percent better" said Eddie Warren.

"If you don't try it, how will you know if it works? We should have tried it and then made safety changes. The AMA could have at least looked at it," said George Holland.

#### WHAT ARE THEY TALKING ABOUT?

The original Superbowl track design incor-

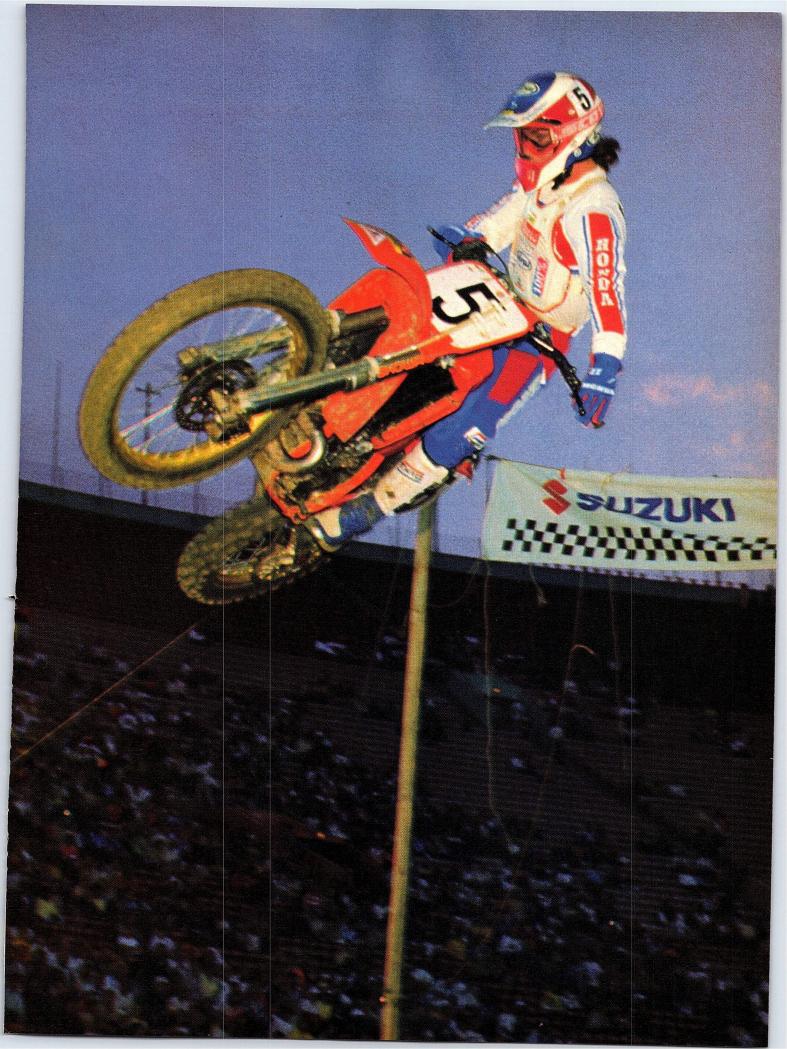
porated a unique downhill start. The starting line was going to be placed up in the peristyle, with the riders starting down the bleachers (covered with dirt) and across the infield. It was a spectacular idea that would have saved the limited playing field area for more race track.

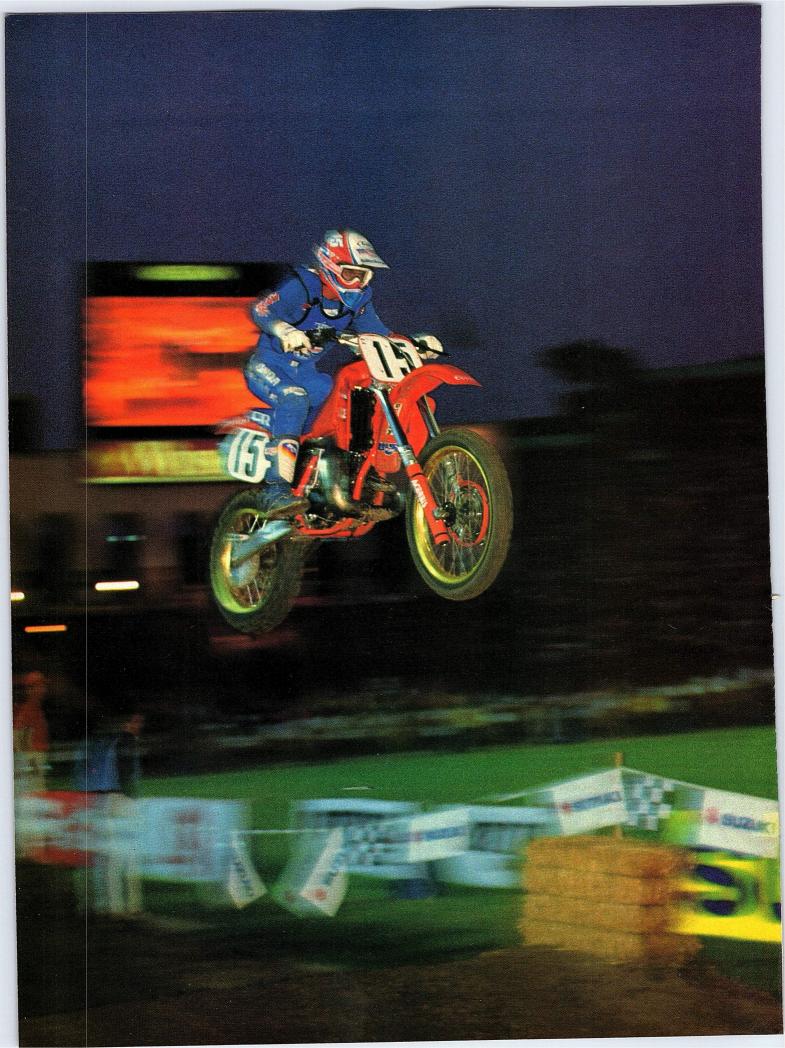
Team managers Dave Arnold (Honda) and Kenny Clark (Yamaha) came out to the stadium a month before and looked at the proposed starting line. They agreed to it (with reservations about checking it before the race). Suzuki and Kawasaki expressed no opposition to trying something new. The idea was met with skepticism by the riders, but most took a wait-and-see attitude.

The American Motorcyclists Association (AMA), who is rapidly becoming as disliked by the American riders as the FIM is by the European riders, never sent anyone out to inspect the proposed starting area. Instead, they released a communique to the cycle newspapers saying that the AMA was going to pull the Superbowl's AMA sanctioning. The AMA didn't inform the promoter. They informed the press first! A war of charges and countercharges ensued.

#### WHO'S RIGHT AND WHO'S WRONG?

The riders and team managers think the AMA is wrong. But they have other grievances against the Westerville, Ohio, front office. The promoter thinks the AMA is wrong, but he's looking out for his own best interests. He advertised a downhill start (and was unable to deliver what he promised the paying customers). The AMA thinks they were right. They're the only ones who think that. •





#### THE OKLAHOMA KID

#### **GUY COOPER'S BREAKAWAY**

• "My whole family races," said Guy Cooper before practice. "My mother was one of the original Motor Maids. In fact, last week in Oklahoma there was a Cross-Country race, and my three brothers raced. They got first, second and fourth."

Guy comes from a racing family, and Guy and his wife travel the National circuit as a family.

Guy rides the 125 National series and 250 Supercrosses. In 1986 Guy was famous for his jumping. In 1987 he is becoming famous for his racing. "They used to pay \$1000 for the longest jump. A privateer has to do what he can to make a living. This year they don't have jump money, so I have to do better to get paid. I'm trying hard to win."

#### **SOLO BREAKAWAY**

Guy got a second-place start in the Main Event. He passed holeshot leader Fred Andrews on the second lap and opened up a seven-second lead. What about the stars? Ward was back in 12th place and Johnson and Lechien were dueling over dead last. The whole pack seemed frozen (except for Cooper and Johnson). No one made a forward move. Keith Bowen was third and couldn't make a dent on the surprising Fred Andrews. Ward slowly worked his way past Eddie Warren, Jim Holley, George Holland, Micky Dymond and Shaun Kalos. But for every foot of forward progress that Ward made, Guy Cooper, alone out front, made

■ Confused: The Superbowl crowd was confused. They wanted Guy Cooper (15) to win, but they wanted Johnson to catch him. When Rick caught Guy, they decided to cheer for both.



children: When **Guy Cooper** refused to kiss the trophy girl, the 45,000 fans booed. They should have applauded America's most happily married motocrosser. ▶

two. By the midway point, 24-year-old Guy Cooper had built a ten-speed lead on second place. In a stadium race, ten seconds is an eternity. Could Cooper become the second privateer to win a Supercross, and join Rick Ryan (who won the Daytona Speedway Supercross) as the only non-factory riders in history to notch Supercross victories? It sure seemed like it. Jeff Ward couldn't close the gap. Keith Bowen was losing ground. Ron Lechien kept making mistakes. Micky Dymond missed a corner. Cooper was on his way to victory.

#### IT'S A BIRD, IT'S A...

Out of the back, and we mean the very back, of the pack came Rick Johnson. He was flying. In 18 laps he passed every rider on the track. Team Kawasaki (Ward, Lechien and Warren), Team Suzuki (Holland, Kehoe

and Tichenor), Team Yamaha (Leisk, Bowen and Stanton) and privateers (Manley, Holley, Kalos, Ryan, Vince Warren, Doug Dubach, Fred Andrews, Tyson Vohland and South African Gary Butcher) were mowed down by Johnson like cannon fodder.

When Rick Johnson got to second place, he couldn't see Guy Cooper (Guy was ten seconds ahead). But in three laps he caught and passed the Oklahoman to a tremendous roar from 45,000 enthralled fans. Cooper passed him right back to an even more thunderous roar. Johnson pursued Cooper into the whoops, made a guick line change, held the throttle on and bounced past Guy.

Guy Cooper's solo breakaway was over. It was beautiful while it lasted. The 45,000 fans stood frozen on their feet. Then they exploded into applause. •

#### SUPERBOWL GOSSIP LINE

#### INSIDE THE SUPERBOWL

• What happened at the Superbowl to make it interesting, noteworthy or entertaining? Lots of things.

Johnny O'Mara showed up for Press Day on Thursday and rode, but decided not to ride the race. His recently broken tail bone is still mending.

Bob Hannah was nowhere to be seen, but he is headed for the French 250 Grand Prix to give Europe a whirl.

Donny Schmit got the first new Mikuni TMX carburetor. Expect the TMX to come standard on next year's RMs. It has the smallest body of any carb ever made.

Jim Holley raced Friday in Mammoth Mountain (second in the 500s) and drove all night to get back to L.A. for the Superbowl. Jim says he might drop out of American Supercrosses and concentrate on outdoor Nationals and European Supercrosses next vear

Brian Manley was the first rider to try to bunnyhop his way over the gorge jump.

He made it but scared himself so badly that he wouldn't try it again. The gorge jump proved to be the most important obstacle on the track.

Dave Arnold, Honda Team Manager, caught a beach ball that bounced out of the stands. When he went to deliver the killer spike to get the ball back into the stands, he slipped and did a major endo in front of 45,000 people.

Who did well? An unknown rider named Vince Warren made the Main Event with a steady performance in the Semis. Gary Butcher, a former South African National Champion, qualified for the Main. It was his first Supercross. Who didn't make the Main? Keith Turpin. But Keith did drag 100 yards of track banners around in his rear wheel and personally kill two hay bales during the night. Jeff Hicks missed the cut by one spot in his heat, Semi and Last Chance.

Jeff Matiasevich decimated the 125 Support class. Matiasevich also won the Anaheim Supercross earlier in the year. You'll probably be hearing more about him. If you do, you may want to pronounce his name. It's Mah-tah-sah-vitch.

A poor rider from Colorado called the AMA in Ohio and asked if he could get a one-day license to race the Superbowl. They told him yes. He drove from Colorado to California. When he got there, the AMA told him that they had forgotten the forms. They wouldn't let him race. Nice.

Fred Andrews will never be taken for granted again. Fred holeshot the Superbowl while the announcers were shouting, "Fred who?" The Ohio rider held on to first for two laps, second for 14 laps and finished a startling fifth overall. Fred may never do it again, but it doesn't matter, because he did it at the Superbowl.

A girl holeshot the Quadracer event! She finished third in the Quads and won \$800. That makes her the highest paid woman MX racer in America! •

### TO STAY DOWN OR NOT TO STAY DOWN

## CBAZY WORLD OF

## WORLD OF INTERMEDIATES

When you're too fast to turn Pro



Rising star:

Damon Bradshaw is seen by many to be the next big motocross hero. After a successful minicycle career, Damon is now wreaking havoc on the country's top 125 Intermediates. Smooth riding and a very cool attitude are what set him apart from the crowd.

☐ Motocross is a sport that has changed drastically in the last decade. Whether it's fashion, technology, technique or the very dynamics of the sport itself, the evolution of the sport is better measured on a watchnot a calendar. One phenomenon today which never would have been imagined a decade ago is the new age of Intermediates whose aim in life is not to move up through the ranks as quickly as possible, but to purposely stay where they are in order to win more races. For the old wave of Sportsmen riders, the goal in racing motocross was to turn Pro-nothing else counted. That's all changed now, and the reasons behind the change have little to do with teenage egos. trophy-crazed girlfriends or overzealous fathers. Now, the factories are involved in not only promoting Amateur racing, but more importantly, profiting from it. A win at a Ponca City is more important to the factory than a top-ten placing in a National. Ten years ago, the struggle was to turn Pro and get a factory ride. Today, the effort is to manipulate a rider's career in order to avoid turning Pro and losing a factory ride. The name of the game is still motocross, but the rules have changed. Drastically!

#### THE FARM TEAM CONCEPT

While the factories have always kept a lookout for new talent, never before has the farm



Never say die: Tallon Vohland could be the fastest Intermediate in the country, the fastest Intermediate in the country, but it's hard to tell since he's always crashing. Staying on two wheels is as imporing. Staying on two wheels is as imporing. Tallon does a lot of both tant as winning. Tallon does a lot of both when he's not racing he's practicing with his older brother Tyson, a top National privateer.



Out of the spotlight: Pro Circuit rider Mike Hooker has won a lot of motos this year, but due to crashes and breakdowns the major wins have eluded him. Despite his dark-horse status, he's respected by his peers for his determination.



California hotshoe: Yamaha support rider Craig Davis has six major wins to his credit so far this year. He excels in the 250 and Open class and is looking forward to turning Pro after Ponca and Loretta.



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#### MAKING MONEY

#### **PROFESSIONAL** AMATEURISM?

 Motocross stars are made as often as they are born. A good rider will have a tough time making it without some help. A classic story about an Intermediate receiving help occurred at Mammoth Mountain two years ago. Roger DeCoster, Team Honda's head man, was watching an Intermediate race when someone caught his eye. For ten laps he watched a young rider out on the track. It was Ty Davis. Something in Davis' riding style impressed DeCoster. He told a Team Honda assistant to call up Davis when they returned to the city. Within a week, Ty Davis had a bike and parts from Honda. Since then, Ty has turned Pro. won the 1986 Golden State Championship and the 1987 Mammoth Mountain 125 Pro class. How did Roger know?

#### PROFESSIONAL AMATEURS

Roger didn't know, but the race to find good racers is no longer confined to the Pro classes. Team Green raided the Junior and Intermediate ranks in the minicycle field. It paid off for Kawasaki. Yamaha and Honda followed suit (Suzuki does not support Amateur riders). Today's fast Intermediate might be next year's fast Pro.

In a business sense, the manufacturers feel

team concept been stretched so far. Yamaha

initiated the minor league program back in

1977 by handing out 250 bikes to Pro riders

across the country. There was some success

in the program, but most of the riders were

less than inspired to keep racing, even with free bikes. In 1981 Kawasaki took Yamaha's

lead with the support program, only Team

Green decided to go the Amateur route in-

stead of sticking with the Pros. Building on

Kawasaki expanded the effort to include the

successful mini racers who had outgrown

the mini ranks. From the Amateur support

program grew the era of professional In-

termediates. Kawasaki correctly saw that

there was more to be gained from sponsor-

ing a young and determined Amateur than

an aging Pro already burned out from years

of racing. The factories also saw that it made

turn Pro-bike sales are gleaned from riders

basking in the limelight—not obscurity. The

little sense to have their top Intermediates

argument as to whether professionalizing

the Amateur ranks helps or hurts the sport

rages on. For now it looks like a marketing

what was initially a minicycle program,

it is important that the winning riders at the local tracks be on their machines. Winners are influential. Their choice in equipment is often considered to be the hot setup.

#### IS THERE MONEY IN RACING THE INTERMEDIATES?

Yes, but only for a handful of riders. Kawasaki pays NMA Ponca City and AMA Loretta Lynn riders with U.S. savings bonds. Yamaha pays expense money to promising Intermediate-level riders. Honda, Yamaha and Kawasaki hand out bikes and parts allotments. Each deal differs, but for a potential Intermediate winner (especially of a big event such as Golden State, the Florida Winter series or Ponca City) a reasonable expectation is two bikes and \$1000 worth of parts. At big events the factories will supply a mechanic as service technician (plus more parts). It is also possible for the factory to supply hotel accommodations for favored riders.

Officially, there are no paid Intermediates. Unofficially, a few favored riders (with National potential) are supplied with enough bonuses, expense payments and kickbacks to net up to a \$15,000 profit in a year. The number of paid Intermediates is so small

heart of Texas: In the tradition of Kent Howerton, Jason Langford is consistent rider who wants to put Texas back cross map. He travels the entire circuit yearround and is always found in the front of the pack.



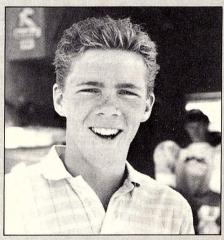
■ From the a smooth and on the motothat it is not significant, but the level of support for Intermediates across the country could add up to 250 riders with a modicum of factory backing. WHAT DO THEY WANT?

**INTERMEDIATES** 

A sponsored rider, whether he is sponsored by the factory, aftermarket or a local shop, is a sales tool. A fast Intermediate may be supported because he has the potential to be a future star, but he must return the investment. Bikes, pipes, clothes and boots have to be sold. If they sit in the showrooms. the companies think about cutting the racing budget. First to go in a budget cut are the Intermediates. •

#### THE PERSONAL SIDE OF MX

#### THE LIFE & TIMES OF A TOP INTERMEDIATE



Trying to be realistic: Craig Davis is the fastest Intermediate in Southern California. However, his biggest goals don't pertain to racing. "I want to finish college. It's hard to plan a career in racing. There are so many other guys trying, and anything can happen. Racing Pro will be a whole new ball game."

• "The main reason I stayed down at the Intermediate level was to get support from the factory. If you turn Pro, it's almost impossible to get any help, but as an Intermediate you can get almost anything, depending how good you are. Getting help in the Amateur ranks also helps a rider's chances of securing bikes and parts when he does turn Pro," says the Golden State's winningest Intermediate, Craig Davis.

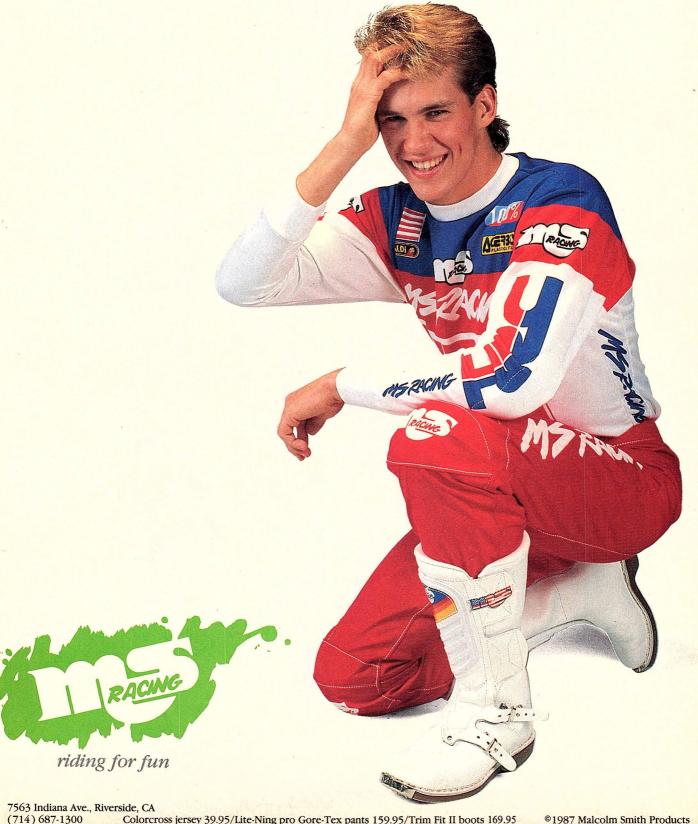
#### I'M ONLY AN INTERMEDIATE

Craig Davis is one of Southern California's fastest Intermediates. He's been the focus of much attention lately-not only from his competition, but from the factories, as well. Craig's been an Intermediate for 1-1/2 years, about eight months longer than he feels he should've been. "I'll be turning Pro after Loretta Lynn, because there aren't any more races to stay at this level for. When you get

(continued on page 126)

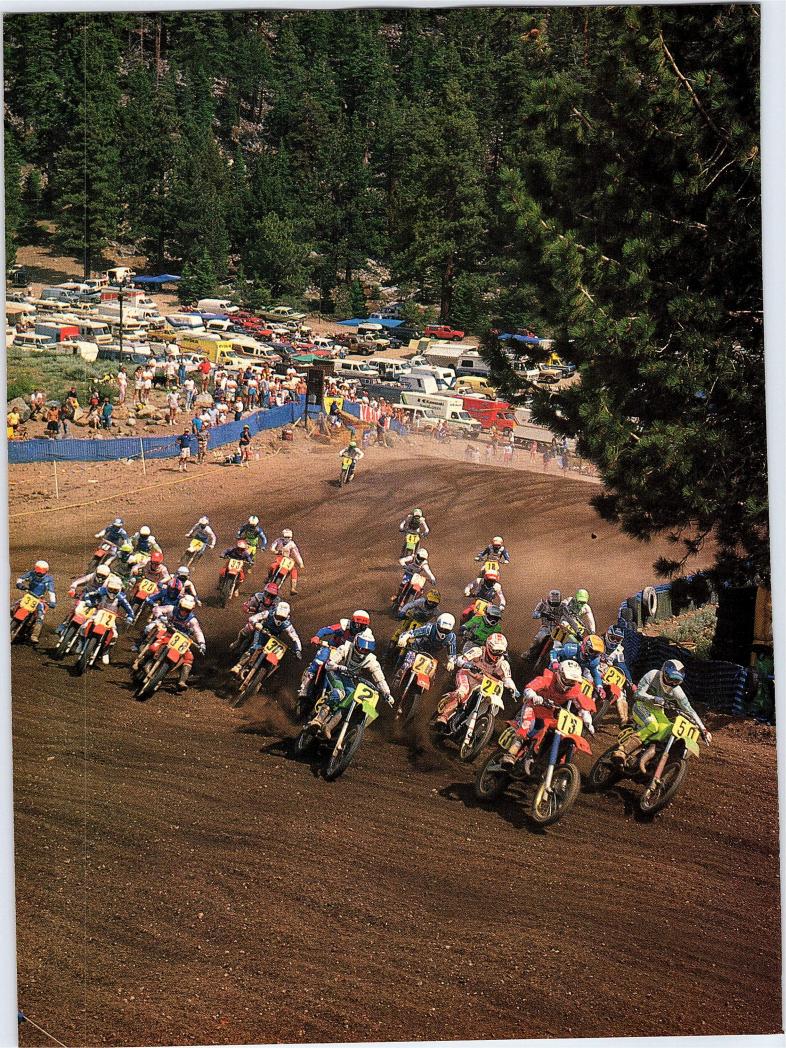
concept that will endure for years to come. Holding back a rider may keep other riders out of the winner's circle, but it will also make the other riders try harder, and that's really what motocross is all about. It's been fun: Washington's Rick Simmet (23) is already ranked as an Expert by the AMA. He'll finish the year as an Intermediate at Ponca City before moving up to the Pro class full time. Rick won the highly competitive 125 Intermediate class at the 1987 NMA World Mini Grand Prix. ▶

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# MAMMOTE It's what motocross was meant to be



Persistence paid off: Tommy Watts came all the way from Kentucky to race three classes at Mammoth. He finished sixth in the 500s, fifth in the 125s and took the win in the 250 Class. He took over \$3000 back home with him!

■ Jaws of the tiger: Mammoth Mountain has the killer death start. It sweeps up the side of the mountain and then plunges back to the bottom of the valley. If they don't get you going up, they get you coming down.





But for a chain: This year's brightest new star, Mike Fisher came to Mammoth with the intention of winning all three classes. Mike won the 500cc Class, finished second in the 250 Class and was moving through the pack in the 125 Class when his chain broke.

### By Zapata Espinoza

☐ **Prologue:** Nestled within a pine tree forest surrounding a snow-capped hamlet in California is one of America's last remaining authentic motocross tracks. For 20 years the Mammoth Mountain ski resort has been sponsoring an annual race which is like no other. The extremely rough and serpentine track is constantly watered, and graded each night of the three days of racing by a vigilant track crew. Organization is first-rate; each day's races are organized on a printed schedule and run off like clockwork. The 1200 Sportsmen and Pro riders who are lucky enough to receive one of the limited entries are quick to hail the efforts of the sponsoring club as magnificent and, unfortunately, uncommon!

But all was not so serene at this year's race. After years of speculation and rumor, it was announced that the 20th annual event would be the last. Competing with the celebratory mood which has marked the event for years was the somber awareness that a very special tradition was about to end. Everyone spoke of the loss as if it were the demise of a family member. Stories of past events were told late into the night at condominiums throughout the village. On raceday the riders hoped to do especially well, if only for sentimental reasons. But they were still very serious doing well at Mammoth requires that. Even the most forlorn Junior knows better than to show up with old tires! Though the track was the same as it was 15 years ago, and many of the same faces showed up, Mammoth this year was still uniquely special.

- "Jeez, I can't believe it! The guy wanted \$150 for a 250 Junior entry." Profiteers have always managed to invade even the most sacred events. Mammoth was no exception, and the ticket scalpers got what they were askina!
- After years of trying, "Motocross Mom" Gale Webb finally got enough entries to make a Women's class. Twenty-five ladies

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Hometown hero: After retiring from professional racing, 1978 500 National Champion Rick Burgett moved to Mammoth to teach motocross to the local racers. Rick had the largest cheering section as he won the Vet class and qualified for the 500cc Pro class.



Still smiling: Frankie Brundage returned from a year of racing in New Zealand and was thought to be a contender in the Pro class. Unfortunately, a get-off on the downhill ended a promising weekend. He came back to watch on the final day, showing off his new crutches.



Still a hero: Danny LaPorte, the 1982 250 World Champion, arrived with a Kawasaki support ride and showed the young kids that he still has what it takes. Danny finished fifth in the 250 Class and hoped to use the practice for a new career in Paris-Dakar rallye racing.

showed up to do battle and try to stay with class winner Mercedes Gonzalez.

· Gonzalez also had the distinction of being the only rider to ride two classes in one day. After racing four qualifiers and two Main Events, Mercedes was "Tired, but I loved every lap—it's Mammoth!"

• Ex-World Champion Danny LaPorte showed up because he too had heard it was the last event. Danny, who hadn't raced a motocross in almost two years, proved he was not any worse off for lack of practice. Most Pros were grumbling about the 45minute-plus, one-lap Main Event. Danny was too, only that it wasn't long enough. "I could've used another moto. I just started loosening up after 30 minutes."

• The week before the Sportsman/Pro race, the Old Timers Motocross Club held its annual national event. Present both weeks

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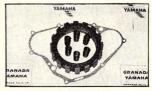
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### MAMMOTH



From good to bad: Rick Ryan finished third in Friday's 500cc race. Rick was happy. He had driven straight to L.A. to race in the Superbowl where he finished 17th, turned around and drove straight back to Mammoth where he finished sixth in the 250 Class. Rick was tired. Two days later someone stole his bikes. Rick was mad.



Still around: Kenny Zarht had his first big Pro finish at Mammoth in 1971. "I rode a 125cc Bultaco and finished behind Terry Clark on a Harley-Davidson. Mammoth was a ghost town back then." Kenny finished fourth in the Vet class this year.

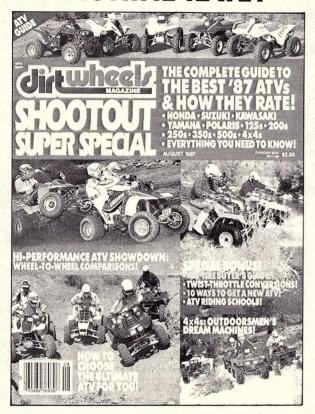
was clothing magnate Jim O'Neal, who raced a total of 15 motos during the two weeks. "This is my 19th year up here. Preston Petty asked me to race the first one with him, and I declined the offer—I've regretted that decision ever since."

• Jeff Matiasevich, winner of the previous night's 125 **Supercross** at the L.A. Coliseum, drove up just as Sunday's practice was about to begin. Lucky for Jeff, there was a late practice—he slept through the first one. "It was hard getting to sleep last night, because I was so excited, and all I wanted to do was celebrate. Nobody knew I was still sleeping when practice started."

**Epilogue:** The 20th annual Mammoth Mountain motocross came and went as smoothly as it has for the last two decades. For all those riders who made it through the qualifiers and into the Main Events, there was a feeling of **jubilation** and accomplishment. And for those who fell victim to the incredibly rough track, the thin air or maybe a slight

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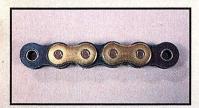


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### STADIUM CROSS DE PARIS

# HANNAH TROUNCES THE TROPHEE SUPERCROSS

A Paris rugby stadium plays host to "The Old Man's" rampage

By Luc Verbeke



■ Hometown heroes: The European crowd had a lot to cheer about on the first night in gay Paris when John Van de Berk (7) and Rob Herring (11) blasted their Yamaha's into the lead. Guy Cooper (15) is right in front of eventual winner Bob Hannah (1).

Urban blight: Bob Hannah refuses to ride American Supercrosses, but he likes the mellow stadium layouts in Europe. The summertime version of the Paris Supercross was held in a suburb of the City of Lights. ►

Warm bodies: European promoters are looking for American riders to help add some pizazz to the Old World Supercrosses. The Paris promoters had Yanks by the planeload. Mike Fisher (20) outjumps Rick Ryan (16). ▼

☐ Europe is a funny place. Motocross was founded there, and yet they haven't embraced the American style of racing. The Euro fans love Supercross, but the European riders don't. The standard-issue, hard-line, old-time motocross stars don't want anything to do within the tight confines of bleachers and turnstiles. European kids are the only riders on the continent who embrace the idea of Stadium racing. So, when an Italian promoter decided to host an American-style Supercross in the heart of old downtown Paris, the first scramble was to get Americans to ride it. No problem! A plane was loaded up with Bob Hannah, Mike Fisher, Guy Cooper, Jeff Hicks, Fred Andrews, Dean Matson, Brian Manley, Trampas Parker, Joe Waddington, Tyson Vohland, Jim Holley, JoJo Keller and Ricky Ryan.

### THE HEAVY HITTERS

Bob Hannah may refuse to ride American Supercross races, but a mellow European track (no doubles and limited competition) appealed to the 31-year-old superstar. Bob wants to go to Europe next year and race the GPs—consider his trip to Paris a scouting party.

But what about the Europeans? Team Honda of Europe refused permission for its riders to enter the event. Eric Geboers is





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### ROSS DE PARIS



Company man: John Van de Berk's clothing comes from JB Racing. JB is John's own company. Van de Berk is involved in an incredibly tight battle with former Venko Honda rider Davy Strijbos for the 125 World Championship.



Add and subtract: When Bob Hannah (1) won his first National Championship, Rick Ryan (16) was eight years old. The lack of doubles enticed American motocross' elder statesman to hang it all out. He did, for a double

having a tough time in the 250 World Championship, and Honda feared he might get injured. Hotshot rider Pekka Vehkonnen and Davy Strijbos were refused permission to ride by their factory. It looked like an all-American show for awhile.

Losing the services of Geboers, Thorpe, Strijbos and Vehkonnen would be devastating to an outdoor race in France, but at a Euro Supercross you only need two European riders—John Van de Berk and Rob Herring. Herring is the only Euro to win a major Supercross (Manchester, England) and Van de Berk is the most American-like of the young Dutch riders. As an added bonus, Georges Jobe signed up to ride (even though Jobe was leading the same GPs the factory teams were worried about). The Euro contingent was led by John Van de Berk, Rob Herring, Georges Jobe, Yannig Kervella, Jan Postema, Jean-Michel Bayle, South African Colin Dugmore, Corrado Maddii and Patrick Perrier.

### AND WHEN IT WAS ALL OVER

It was Hannah's weekend in Paris. He won both days of racing in the Charlety Stadium. It was a Hurricane rout, but it wasn't a complete American victory. Rob Herring,

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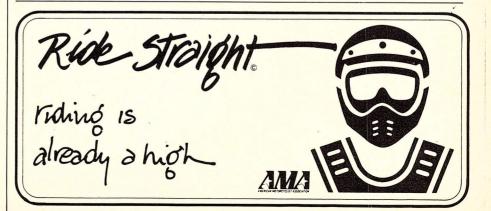
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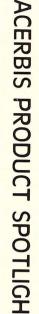
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### CROSS DE PARIS



Wadded up: New England's Joe Waddington (26) catches a quick glimpse of Paris as he sails over the Charlety Stadium tabletop. The dark clouds delivered a prerace shower that dampened the first-night crowd's enthusiasm.



Best friends: JoJo Keller, Jim Holley and Brian Manley ham it up. Keller did zip in Paris. Holley scored a strong third on the second night and Brian Manley was a distant 15-16 for the Trophee Supercross. It was a nice vacation, anyway.

the South African racing the 250 GPs with a British license, gave Hannah all he could handle on the first day. After Hannah ran down the young Yamaha rider and passed him, Herring passed The Old Man back. A shocked Hannah regrouped and repassed the South African.

Hannah had two firsts in Paris. Herring scored a second and a 12th. Mike Fisher gathered in a third and second. The surprise of the weekend was unknown Trampas Parker, not much of a force in America, who got fourth the first night and tenth the next.



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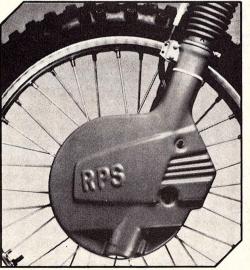
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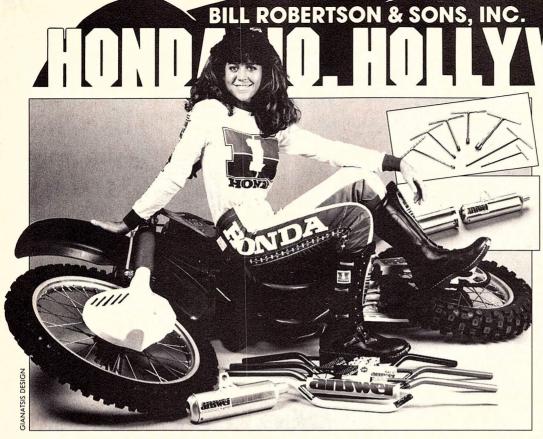


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### RESULTS: TROPHEE SUPERCROSS FIRST NIGHT 1. Bob Hannah . . . . . . . . . . Suz

2. Rob Herring	. Yam
3. Mike Fisher	. Kaw
4. Rick Ryan	. Hon
5. Jeff Hicks	
6. Yannig Kervella	
7. Guy Cooper	
8. Patrick Perrier	
9. Fred Andrews	
10. Trampas Parker	
SECOND NIGHT	
1. Bob Hannah	Suz
2. Mike Fisher	
3. Jim Holley	
4. Trampas Parker	
5. Tyson Vohland	
6. Jean-Michel Bayle	
7. John Van de Berk	
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# cks From The Trade



### SHOEI VX-3A

FUNCTION: If Jeff Ward wore a full-face helmet, it would look like this. Shoei provides some handsome (and functional) chin ventilation, along with an adjustable air-scoop visor. Peanut heads will appreciate the extra-small option available, while extra-large potato heads can find a size, too. Day-glo team colors are designed to match almost all the factory teams and are balanced by a bright blue liner made of a material called Mawus. Look it up in your Funk & Wagnells.

PRICE: \$189.95.

DISTRIBUTOR: Shoei Safety Helmet Corp., 2228 Cotner Ave., Los Angeles, CA 90064; (213)477-6051.



### JT RACING ALS-2

FUNCTION: Yeah, we know that JT helmets are made by Bell, but since Ron Lechien swears by them, we figure they are probably mega-cool. The ALS-2's chin bar is vented on both sides, as well as through a center screen. The inner lining is replaceable, washable and adjustable to give any size head a snug fit so the helmet won't flop over your eyes after casing the triples. The chin strap is covered with fabric to prevent neck raspberries, and the molded fiberglass shell is recessed where the goggle strap belongs to prevent goggle flop. It's DOT approved, and that's something Ron can't say.

PRICE: \$199.

DISTRIBUTOR: JT Racing USA, 515 Otay Valley Rd., Chula Vista, CA 92011; (619)



### **GRIFFIN GX 747**

FUNCTION: Griffin Industries takes the airflow concept one step further by making its air vents adjustable (for those who can't stand wind brushing across their cheeks at the wrong angle). The removable and washable liners help prevent dandruff buildup, but what we want to know is, what does Griffin mean by "Bold European Styling"? Maybe it means Geboers doing a clicker at the finish line of

the Belgian GP. Anyway, the only colors available are red, white and black, so if you ride a Kawasaki or Suzuki, you might want to wait for Griffin to come up with some "Bold Japanese Styling."

PRICE: \$79.95.

DISTRIBUTOR: Griffin Industries International, P.O. Box 375, North Troy, VT 05859; (312)260-1717.



### LAZER MX2

FUNCTION: This Lazer doesn't emit a high-density beam of light, but its low price tag makes it a popular choice for guys on Team Thin Wallet. A vented visor and chin bar increase airflow over last year's model, and if you want to emulate Darth Vader, a face shield is available. The liner is plush terry, but don't remove it unless you're handy with a needle and thread; it's not removable. Colors are royal blue, red, white and green. All come with a white visor. Darth Vader clones can pick up the black model with a black visor.

PRICE: \$89.95.

DISTRIBUTOR: Lazer Helmets, 2630 Townsgate Road, #1, Westlake Village, CA 91361.



### **BELL MOTO-4**

FUNCTION: Yeah, this is exactly like the one RJ wears. Yep, it has force-flow air intake. How does it do it? The wire-mesh vent on the chin guard sucks air into the helmet while two intakes on either side provide ventilation through the liner and over your head. You say you drool heavily when approaching double jumps? The liner is machine-washable so it doesn't get encrusted by the end of the month. The adjustable visor comes with a sealing strip to keep out mud and water. The choice of many racers, the Moto-4 is considered to be the Cadillac of racing helmets.

PRICE: \$214.95, RJ replica—\$245.<u>95</u>. DISTRIBUTOR: Bell Helmets, Rte. 136, Rantoul, IL 61866; (217)893-9300.



### **BIEFFE BX-6**

FUNCTION: You just met a gorgeous model from Italy, and it's your move to let her know how cool you are. Panic sets in, but you decide to say something in Italian. Pizza! Nah . too common. Mona Lisa! Nope. . . never talk dirty until the second date. Anna Maria Alberghetti! No, nobody remembers what she did, anyway. Holy helmets! What about that new full-face you just bought? The one with a fiberglass shell and four screened vents! It has flashy Italian looks and trick goggle strap grooves. This baby costs less and meets Snell '85 standards. Beefy. ..uh. ..buy-efff. No, buffy...hey, sweetheart, come back! I love ravioli. We could rent some Godfather movies and eat garlic bread.

PRICE: \$99.95.

DISTRIBUTOR: Bieffe USA, P.O. Box 10178, San Jose, CA 95157; (408)727-8090.



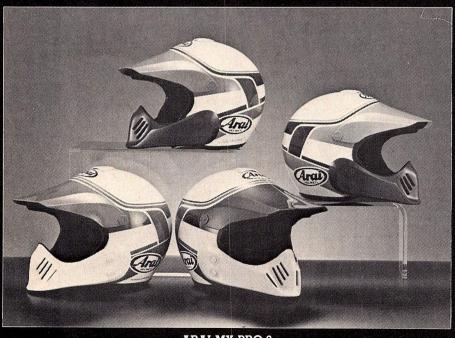
### **ANSWER A-TECH**

FUNCTION: The removable mouthguard and visor make this 1987 model look trick, so we decided to show you three different angles. Of course, if you value your teeth, you'll never remove the full-face guard. A crushed terry-cloth liner keeps your face and neck comfortable and happy, and a choice of matching colors for Honda, Kawasaki, Yamaha, Suzuki and

Husky/KTM keep you color coordinated. A mix of fiberglass and Kevlar keeps the A-Tech light, yet sturdy enough for both DOT and Snell '85 approval.

PRICE: \$159.95.

DISTRIBUTOR: Answer Products, Inc., 27967 Beale Court, Valencia, CA 91355; (805)257-4411.



### **ARAI MX PRO-2**

FUNCTION: Dymond, Holley, Kehoe, Ryan and Leisk wear Arai helmets. Air ventilation comes from three different angles, including a scoop on the top that helps keep the helmet on your head at high speeds. The liner fabric is washable and comes in colors to match almost any bike available. Snell '85 approval means the unit is safe if your name is Snell and you fall within rigidly defined limits.

If your name isn't Snell, don't worry. The Arai MX Pro-2 will fit (and protect) riders of all nationalities, races and creeds. We once *knew* a guy named Creed, but that's a different story altogether.

PRICE: \$204—solid colors, \$236—factory stripes.

*DISTRIBUTOR:* Arai Helmets, P.O. Box 421, Tenafly, NJ 07670; (201)567-5707.

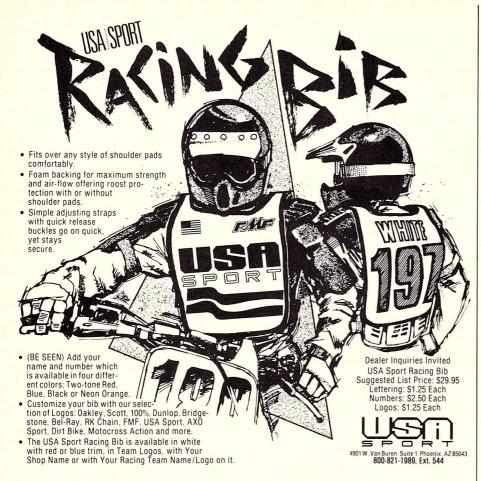


### **ELECTRO ENDURO**

FUNCTION: Remember when your dad bought you that old enduro bike, took off the headlight and said, "Now we're ready to race!" Remember how well it worked? Electro claims to be the first to introduce the enduro concept in helmets to the USA. Remove the flip-up shield and snap on the long, black visor, and you have an off-road helmet. Replace the shield and bag the visor after the races, and you can cruise home with an elegant street/touring model on your head. A variety of pads are included to customize the fit. Sears and Target stores carry the Electro in red, black and white.

PRICE: \$79.95.

*DISTRIBUTOR:* Electro, Inc., PO. Box 999, Memphis, TN 38101; (901)522-1222. □





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### INTERMEDIATES

(continued from page 106)

to be really fast, it's pretty much impossible to stay stationary for more than one year of racing. Everybody knows who you are, and people start to get mad." That's one of Craig's biggest problems with staying in the Intermediates. "Getting hassled by the other riders and their parents is a problem, but I figure that I'm racing for myself, not the people I'm beating." A lot of Craig's problems arise from the fact that some of the people he's beating are the Pro riders who occasionally run in mixed classes with the Intermediates. "I've beaten the local Pros from the second gate sometimes. They get angry, but there's nothing I can do."

### HOW THE PROCESS WORKS

'I started the year on Kawasakis, but after I won two classes in the GNC Championships all I got was a letter from them congratulating me on the win. My dad and I figured that if we couldn't get any help, I would turn Pro. He started talking to Yamaha, and they said we could get two bikes and \$500 in parts. My contract runs through November, and it was more or less implied that I would keep riding as an Intermediate until the Trans-Cal series started. I'll be glad to be finally turning Pro, because it's been a hassle staying down. You have to plan where you'll be racing. I avoided the Trans-Cal last year so I wouldn't get the points and be moved up. I also had to race with different sanctioning organizations all the time to avoid getting moved up. It was important to keep up my speed for the big races, though, so sometimes I would pull over on the last lap. You have to decide what you want to do and watch how many points you accumulate. Some clubs will give you trouble and others simply won't let you race the series races. The organizers don't understand how fast you have to be to win at big races such as Ponca City. A lot of the local Pros aren't as fast as the top-level Intermediates. A friend of mine races only once a month and practices all the time with his brother who races Nationals'

### THE GOOD AND THE BAD

"Some people think I'm holding back my career by staying in the Intermediates, but I don't think so. I'm getting a great deal of recognition at the big races, a lot more than I'd be getting if I was finishing mid-pack in the Pro class. Also, most people don't realize what the level of competition is like. When the top riders are in a pack, you can't even make a small mistake. Guys such as Bradshaw, Langford and Vohland will drop you immediately; it's so intense! The most important benefit of staying down is the support I get. Racing is so expensive. If you have rich parents, it doesn't matter, but for me every little bit helps. Keeping my speed up now will also help me when I turn Pro. I know I'll be able to run up front so I won't get discouraged real easy, which is what makes a lot of riders quit. The only drawback besides the other racers complaining, is that sometimes when I beat the Pros, they get money, and all I get is another trophy!"



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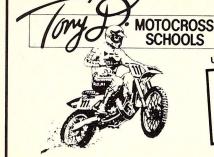


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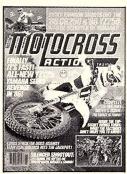


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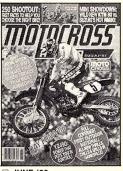
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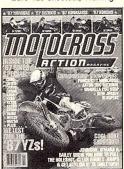
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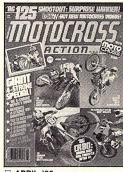
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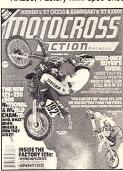
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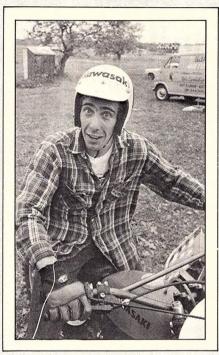
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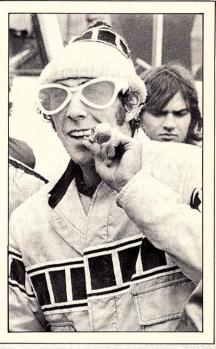
# **Great Moments**

### REAL MEN DON'T EAT QUICHE

The modern motocross star is a far cry from the rugged, individualistic men who carved a niche in America for the sport of motocross in the early '70s. One of the first great American motocross stars was Jimmy Weinert, two-time 500 National Champion, Supercross Champion and first American to win a Trans-AMA event. In this day and age of riders with tax consultants and business accountants, riders like Jimmy Weinert are rare. In his era (1968 to 1982) real men raced motocross and didn't even know what quiche was.



Jimmy tests a new jersey.



Jimmy attends a rider's meeting.



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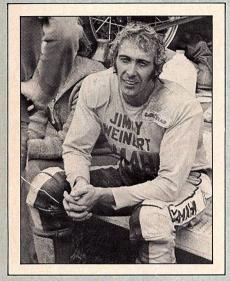
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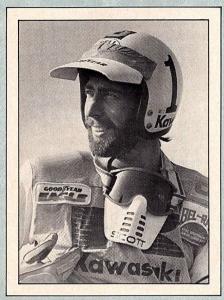
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Jimmy wins National Corn-O-Cross. ►



Jimmy's mom labels his clothes.



Jimmy converses with Team Honda.

■ Jimmy auditions for Grizzly Adams' role. 

□

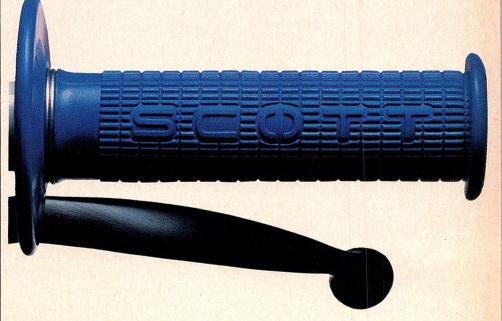


### Preserve the wild life.

Every year, more families are choosing to make their home closer to the forest. They're choosing to keep the home fires burning. Which they will. As long as you don't burn down their home. Remember. Only you can prevent forest fires.



A Public Service of the Ad Council, the U.S.D.A.. Forest Service and your State Forester.



Scott Slim Grip. Newly designed with an even thinner diameter, unique knurling and flexible TPR compounds will soon make it one of the two best grips on the market today.

SCOTT USA In Canada: R&M Moto Sport Specialities

# The making of It's a long story, so

A new frame and chassis design lets you lean into turns that would turn off other riders.

Riders we've talked to say they prefer a seat that makes them feel like they're sitting "in" the bike instead of "on" it.

We've eliminated the plumbing from the water pump to the cylinder head. Which means the water ports aren't heavy and clunky-looking.

The swingarm is 10mm longer, so the wheelbase is longer and more stable. We also moved the swingarm pivot down 5mm for better traction and less pitch during braking and accelerating

The bike can do more than go fast. It can also stop fast. We've installed a 230mm front disc and a 220mm rear disc. We even redesigned the brake pedal for more leverage.



Power valve movement has been increased from 7mm to 9mm and compression ratio is up to 10.65 to 1. Translation: humongous amounts of horsepower throughout the powerband.

About the only thing our 1988 YZ250 has in common with our 1987 YZ250 is the designation, "YZ250."

As you can see, it's an entirely new bike. And we say with the utmost confidence that it's superior to any motocrosser on

the market today.

YAMAHA

Take, for example, its completely re-designed 246cc, liquid-cooled engine that produces







# ournew YZ250. we'll tell it in parts.



The 246cc engine's additional transfer ports increase air intake for blasts of hard-hitting bottom-end power.

The new Kayaba cartridge forks allow more consistent compression and rebound damping. Not to mention greater adjustability and low-friction seals. In other words, you can bounce over bumps without getting bounced all over the bike.

blasts of Starship Enterpriselike power at virtually every notch of the powerband.

And its new innovative frame and suspension design makes pounding over a bumpy, twisty, rocky track significantly less bumpy, twisty and rocky.

But don't go away. There's a lot more to the story.

Our YZ125 motocrosser is

also a character to be reckoned with. Especially since we've incorporated many of the innovations we created for the YZ250.

Our ever-reliable YZ490, whose monster air-cooled engine is still enjoying great success burying other bikes in the desert.

If you're looking for something less monster-sized, there's

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The point is, if you're serious about winning this year, Yamaha is, too. And we have the bikes to back it up.

End of story.

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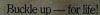


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